

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXXV. No. 12

Chicago, Ill., U. S. A., December 25, 1915.

PRICE \$1.50 PER YEAR
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This company gives unexcelled service both to shippers and buyers.

The Van Dusen-Harrington Co.

Business Founded 1852

Minneapolis

Duluth

GOULD GRAIN CO.

We give consignments our preferred attention. Market letter FREE.

MINNEAPOLIS, MINN.**WINTER - TRUESDELL - AMES CO.****GRAIN COMMISSION MERCHANTS
AND SHIPPERS**

MINNEAPOLIS

DULUTH

GRAIN BOOKS



G.F. OLSON PRINTING CO.

CASH TICKETS SCALE TICKETS

STORAGE

316-318 4th Ave. So., Minneapolis, Minn.

BENSON-NEWHOUSE-STABECK CO.**GRAIN COMMISSION**

REFERENCES:

First National Bank, Minneapolis Commercial Agencies

Minneapolis, Minn.

Minneapolis Duluth Milwaukee Chicago Winnipeg

RANDALL, GEE & MITCHELL CO.

Incorporated

Receivers and Shippers**Grain and Mill Feed****MINNEAPOLIS - - MINN.****CHAS. E. LEWIS & CO.****Grain and Stock Brokers**

Minneapolis, St. Paul, Duluth, Winnipeg

MEMBERS NEW YORK STOCK EXCHANGE
and all Grain Exchanges.


F.M. Davies & Co.

GRAIN COMMISSION.

MINNEAPOLIS DULUTH

RECEIVERS, SHIPPERS AND BROKERS**Paul Kuhn & Co.**

Receivers and Shippers of

GRAIN

Terre Haute and Evansville, Ind.

BALDWIN GRAIN COMPANY**GRAIN BROKERS
BUYERS OF CAR LOTS**

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

MATTHEW D. BENZAQUIN**GRAIN AND FEED**Brokerage and Commission
DOMESTIC AND EXPORT

505 Chamber of Commerce, Boston, Mass.

J.V. LAUER & CO.

Grain Commission

BARLEY A SPECIALTYShip us your next car. Chamber of Commerce,
MILWAUKEE, WIS.**STACKS & KELLOGG**
GRAIN MERCHANTS

480 Commerce St. MILWAUKEE, WIS.

We also handle all grades of chicken feed wheat, feed
barley, screenings, off-grade and damaged grain.

Operating Private Elevator

E. I. BAILEY

CLEVELAND, OHIO

**Receiver and Shipper of
Corn, Oats, Millfeed**

ASK FOR PRICES

Produce Exchange
Members**NEW YORK**Produce Exchange
Members**Put Your Name**where everyone identified
with the grain trade will
see it and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

L.W. FORBELL & CO.COMMISSION MERCHANTS
GRAIN AND MILL FEED; OATS A SPECIALTY
Consignments Solicited.342 Produce Exchange
NEW YORK CITY**Keusch & Schwartz Co., Inc.****GRAIN COMMISSION**

PRODUCE EXCHANGE, NEW YORK

RECEIVERS, SHIPPERS AND BROKERS

L. C. McMURTRY GRAIN CO.

RECEIVERS AND SHIPPERS — KAFFIRAND MAIZE
Milling and Export Wheat, Oats, Rye, Barley, Etc.
Write or Wire Us when in the market.
PAMPA, TEXAS

Write Us

H. J. Hasenwinkle Co., want
your consignments for the
Memphis market.



Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

COBB GRAIN CO.
PLAINVIEW, TEXAS

Dealers in All Kinds of Grain and Seeds

Members } Panhandle Grain Dealers' Assn.
Texas Grain Dealers' Assn.
National Grain Dealers' Assn.

E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.

Chicago Grain & Salvage Co.
DEALERS IN
SALVAGE GRAIN
Grain, Feed, Etc.
WRITE OR WIRE
930 Postal Telegraph Bldg., CHICAGO

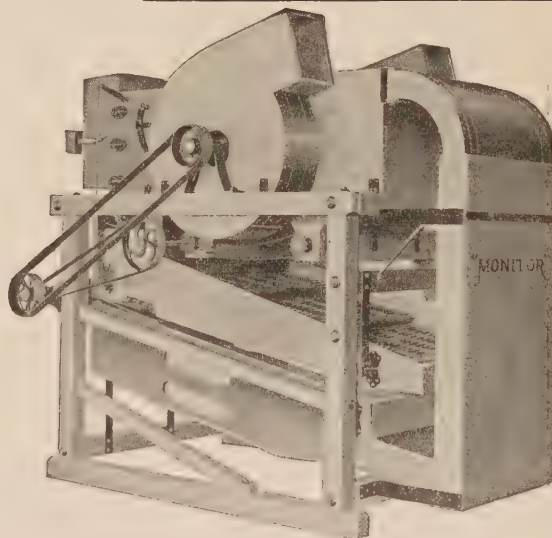
Kuehl-Lammers Grain & Coal Co.

Cedar Rapids, Iowa
We Buy and Sell All Kinds of Grain.
Get our prices.

Monitor

"COMBINED" CORN & GRAIN CLEANER

The original—the first "Combined" Corn and Grain Cleaner—
endorsed by hundreds of grain dealers. Many of the original,
important improvements embodied in this Cleaner and which
made it one of the greatest sellers of modern times, are exclusive,
patented features, which no other machine has—REMEMBER
THIS.



**In 30 seconds
You have a different cleaner**

Folder No. 838
explains

HUNTLEY MFG. CO.,
Silver Creek, N. Y.

It takes 30 seconds to change valves and distributor gate—then, instead of the Corn Cleaner you have just been using you have a Grain Cleaner. No sieves to change, no belts to shift, no stopping machine—no waits or delays. Barring these thirty-second changes you are always ready for two kinds of cleaning. You have two-machines-in-one equipment—perfect corn cleaning, unmatched oats or wheat cleaning. You have the *most* Cleaner to the *least* floor space, for the *least* power, the *smallest* care and upkeep expense. The "Monitor" was a clean cut innovation in Cleaners, introduced by us before "Combination" Cleaners had been heard of and has proven successful in a thousand elevators. Its dependability, cleaning efficiency, durability and generally satisfactory performance is attested to by hundreds of grain dealers. Its adaptability to uses where corn and small grains are handled makes it a good buy for many—its exclusive design of construction and equipment makes it the *one best buy* in "Combination" Cleaners. Our literature will interest and convince you.

For GRAIN ELEVATOR Equipment

Engines—For Power

Rope—For Drives

Belting—For Buckets

Boots—For Elevator

Boxes—For Bearings

Shafting and Pulleys

Cleaners—Shellers—Grinders

Scales for Every Service



American Supply Company

Under New Ownership

Omaha, Neb.

HOWE SCALES

Buyers or Sellers by Weight
Should Own

HOWE SCALES

Because

They are *Ball Bearing*
They are *Everlasting*
They are *Most Accurate*
They are *Strongest*
They are *Simplest*
They are *Easiest to Install*
And *Cheapest* in the end

ALL STYLES

ALL SIZES

COMPLETE STOCK



New Portable Automatic

Very simply constructed. Consists of
Dial and Scale Parts Only

Recommended for

Commission Men
Produce Men
Express Companies
Factories
Laundries
Warehouses

CAPACITY UP TO 1100 POUNDS

Made with or without Tare and
Capacity Bars

Sole Distributors
for

Nebraska

1104 Farnam St.

Omaha



Sole Distributors
for

Nebraska

1104 Farnam St.

Omaha

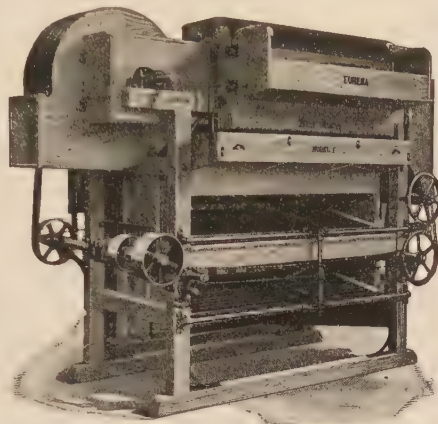
Nebraska Scale and Supply Company

WILD OATS PLAGUE

Never in the memory of the oldest grain dealers was [there so many wild oats in wheat as there is in the 1915 crop.
LET US TELL YOU HOW TO GET RID OF THEM

The Spaulding Elev. Co.
says:

"We were able to clean grain which originally had 6 lbs. of wild oats to each bushel, down to one pound in one operation."



A Minnesota Manager
writes:

"On a test run this afternoon we took wheat with 17 lbs. dockage and reduced it to 3½ lbs. dockage. Capacity 1050 bushels per hour."

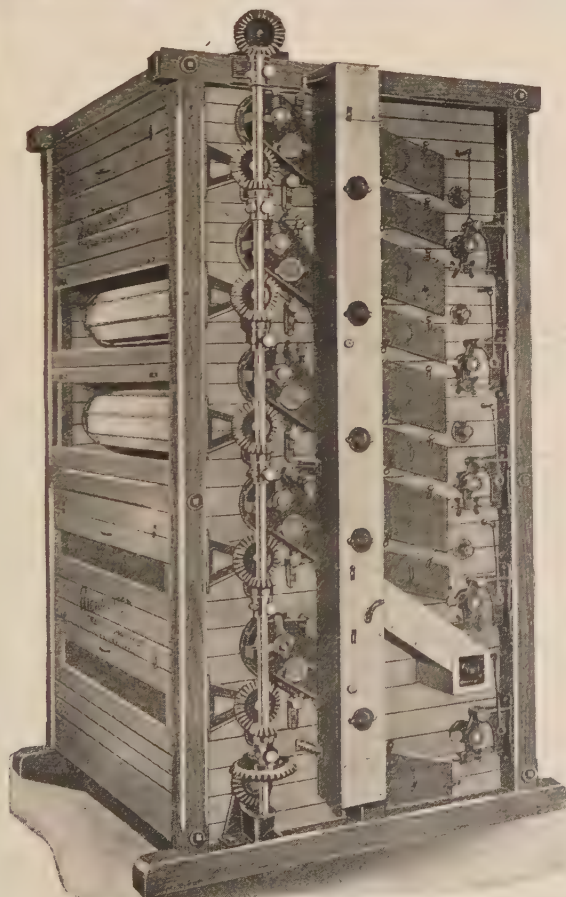
REPRESENTATIVES:

J. Q. SMYTHE, 3951 Broadway,
Indianapolis, Ind.
F. E. DORSEY, 3850 Wabash Ave.,
Kansas City, Mo.
E. A. PYNCH, 311 Third Ave. So.,
Minneapolis, Minn.

THE S. HOWES COMPANY
SILVER CREEK, N.Y.

REPRESENTATIVES:

WM. WATSON, 703 Western Union
Bldg., Chicago, Ill.
GEO. S. BOSS, Jefferson Hotel, To-
ledo, Ohio
W. M. MENTZ, Sinks Grove, W. Va.



Yes, by all means you should know the **RICHARDSON** well, before you consider buying any grain separator.

We confess we had the advantage over separators which have been on the market for years and whose defects were shown up by all these years of operation.

We knew where the defects lay and what we had to do to overcome them. So, we took for our principle the traveling indented apron instead of the perforated screen.

The aprons pass under stationary, revolving brushes which carry the longer grain out and allow the wheat to pass under the brushes and out another opening.

The actual results of operation prove the practicability of our principle.

Richardson Separators

will make separations that no other separator on the market has made.

The value of this efficiency is shown in two ways.

Grain perfectly separated, brings a higher price.

Screenings delivered once thru will sell for 30 to 50% more money. Efficiency means economy, and economy means more profits.

Richardson Grain Separator Co.

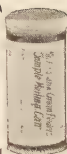
15th Ave. S. E. and Winter St.

Minneapolis

Minnesota

For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



GRAIN TRIERS

which will not clog or bind. Steel tubing fitted
with maple pole. Point is turned of solid bar
steel. Top is fitted with a bronze collar. Trier
is 56 x 1 3/4 inches and has eight openings.

OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.

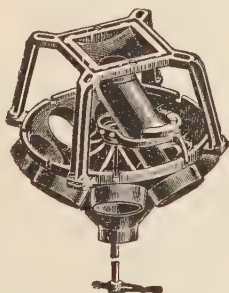
Drive

Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profitable
ride.

SAVING LOST MOTION

is the object of Hall devices.

Elevating spilled grain over and over and bruising it;
lifting unfilled cups; moving unfilled belt spaces; are lost
motions obviated by installing a



HALL SPECIAL (Elevator Leg)

Separating grains that have become mixed; or
shipping mixed grain to market is lost motion
that is saved by using a

HALL SIGNALING DISTRIBUTOR

Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska

Nutting's

SIX-WHEELED BALANCED TRUCK

Delivers the Goods

"The Truck Universal," the greatest exponents
of the superior advantages of "the Balance
principle" as applied to indoor transportation.

Send for Circular "W3"



NUTTING TRUCK CO.

Designers and Makers of Floor Trucks
For All Purposes
FARIBAULT, MINN.

There is no better time to adver-
tise than the present. Better
start before your competitor.
Write the JOURNAL today.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS,
SHELLERS and MILLS CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping
a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business.
The column headings are: Date Sold, Date Shipped, Car No.,
Initials, To Whom Sold, Destination, Grain, Grade Sold, Their
Inspection, Discount, Amount Freight, Our Weight, Bushels,
Destination Bushels, Over, Short, Price, Amount, Freight,
Other Charges, Remarks.

The book is 9 1/2 x 12 inches, and contains 160 pages of linen
ledger paper, 29 lines to each page, and has spaces for recording
the foregoing facts regarding 2,230 carloads. It is well bound in
strong boards with leather back and corners.

Order Form 385. Price, \$1.50.

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

Gerber Spouting Has No Equal

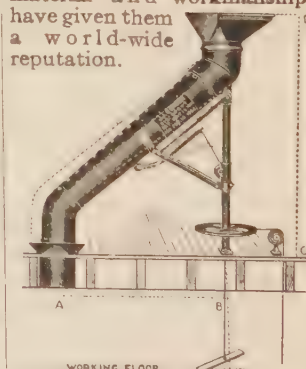


The Patent Flex-
ible Chain Tel-
escope Car Load-
ing Spout is the
best, yet
cheapest,
as it will
outwear
two ordin-
ary flexible
spouts.
Made of
special
metal.

Every spout
guaranteed as
represented.

The Latest Improved Distributing Spouts

will absolutely prevent the
mixing of grain. The best of
material and workmanship
have given them
a world-wide
reputation.



Don't accept those "almost as good." For sat-
isfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

TONS to Dollars and Cents

Shows at a glance the cost of any number of
pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and
so on to \$14.00. Well printed on good paper, and bound in cloth; margina
index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, 315 So. La Salle St., CHICAGO, ILL.

There is a difference

between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.



J-M Responsibility—the logical outgrowth of over half a century's progress, achievement and business integrity—stands as a stronger assurance for your satisfaction than even the most complete written guarantee.

J-M Asbestos Roofings and Siding
J-M Pipe and Boiler Coverings
J-M Packings
J-M Waterproofing Materials
J-M Mastic Flooring
J-M Cold Water Paint
J-M Fire Extinguishers "Noark" Fuses
J-M Insulating Felts
J-M Conduits for Underground Steam Lines
J-M Lighting Systems
J-M Transite Asbestos Wood
J-M Metallic and Rubber Hose

H.W. JOHNS-MANVILLE CO.

Atlanta	Denver	Milwaukee	Portland
Baltimore	Detroit	Minneapolis	St. Louis
Boston	Galveston	Newark	Salt Lake City
Buffalo	Indianapolis	New Orleans	San Francisco
Chicago	Kansas City	New York	Seattle
Cincinnati	Los Angeles	Omaha	Toledo
Cleveland	Louisville	Philadelphia	
Columbus	Memphis	Pittsburgh	

548

A Bleacher Belt without an Equal

IS THE REPUTATION

ANTISULPHO

HAS EARNED DURING
THE
PAST SEVEN YEARS

Because

IT EFFECTIVELY RESISTS
SULPHUR & ACID FUMES

IMPERIAL BELTING COMPANY

Manufacturers of Rexall Belting

Lincoln and Kinzie Sts.

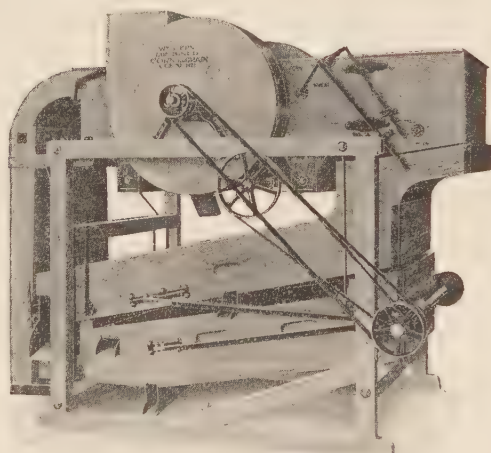
Chicago, Illinois

Greetings to the

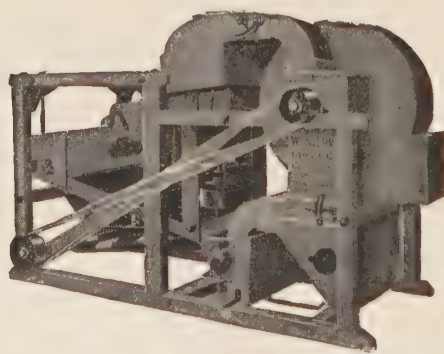
It is with a friendly hand and a light heart that the manufacturers of the WESTERN LINE extend to you the greetings of the season, with the hope that during the year to come your measure of business, health and prosperity may be filled often and abundantly.

Western Gyrating Cleaner

Cleans more grain better than any other cleaner of equal capacity on the market, better separation, better control, less vibration, greater durability, and the least expensive and most convenient machine to install. Cleans small grains as well as corn with simple and easily changing of adapted screens.



"Western" Combined Corn and Grain Cleaner



"Western" Gyrating Cleaner

Western Pitless Sheller

The only fan discharge sheller on the market which WILL NOT CRACK THE CORN. It can't. No pit or tank necessary, discharges directly into elevator boot, right or left, under or over. Durable, simple, efficient, satisfactory. 125 to 2,500 bushels per hour.

Western Combined Corn and Grain Cleaner

This machine was designed to handle corn and cob as it comes from the sheller; also to reclean corn, oats, wheat and other small grains, without changing the screens. This machine embodies features not found in any similar one, and is without doubt, the most popular combination cleaner on the market.

*If you haven't a copy of our
Throughout the new year*



"Western" Regular Warehouse Sheller

UNION IRON

Decatur

Elevator Owner

We have thoroughly enjoyed and appreciated the past year's business with the trade, and while we have not done business with all of you, still it is our season's wish that our number of satisfied customers will be greatly increased during 1916. We will be at your service every day of the new year.

Western Mill Sheller

A perfect machine of small capacity. Shells the corn clean from the cob and cleans it perfectly with a suction fan.

Western Regular Warehouse Sheller

The best warehouse sheller on the market. It is easily adjusted to suit the different conditions of corn by one of our patent adjusting levers with which the shelling surfaces are opened or closed instantly and while the sheller is working at full capacity.

Western Warehouse Combined Sheller

Furnished with or without elevators, thus making combined sheller and cleaner for mills and elevators, where a sheller of small capacity is needed. Provided with a powerful suction fan, keeping corn room free from dust and dirt.

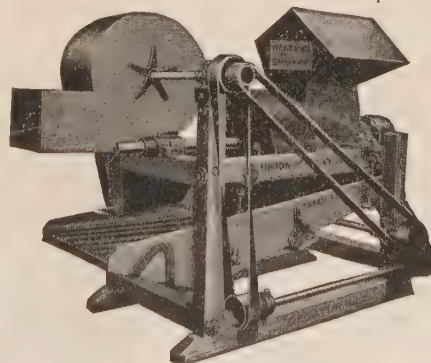
The Western Line

of grain elevator machinery consists of other machines than those minutely described here. No matter what your requirement may be for efficient grain handling machinery we can supply it, and that on short notice. Conveying elevator and power transmission, elevator heads and boots, chain drag feeders, elevator buckets, spouting, steel legging, suction fans, manlifts, pulleys, power shovels, car pullers, friction clutches.

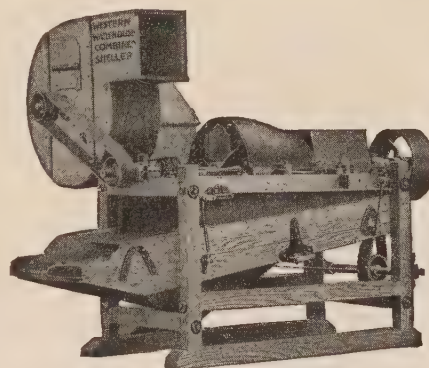
*latest catalog send for it today.
you will find it a great help.*



"Western" Pitless Sheller



"Western" Mill Sheller



"Western" Warehouse Combined Sheller

WORKS

Illinois



ESTABLISHED
1866GENERAL OFFICES
OF**NYE SCHNEIDER FOWLER CO.**

FREMONT, NEB. Nov. 22, 1915.

The Strong, Scott Mfg. Co.,
Minneapolis, Minn.

Gentlemen:

The Morris Drier which we contracted for with you was tested out with a car of very musty wheat containing 16½ percent moisture. After treating this wheat about 50 minutes in drier and passing to cooler we made a moisture test and found that we had removed 6% moisture. This, we consider remarkable considering the low moisture content the grain contained before going in to the drier. What we consider more remarkable is that after being dried and cooled we could detect but little, if any, of the excessive musty smell which the grain had before being treated. We believe that in the Morris installation we have the most efficient drier on the market. The driers are not fully completed as to details and are working at some disadvantage.

Yours truly,



Secretary.

MORRIS GRAIN DRIERS

Read here what a user says. Read on page 929 of this issue description of a MORRIS GRAIN DRIER being installed in the Western Maryland Railway Elevator at Baltimore.

The largest and most representative terminal elevators built in the U. S. and Canada this year have installed

MORRIS GRAIN DRIERS

There's a reason

Write and let us tell you why.

THE
**STRONG-SCOTT
MFG. CO.**

MINNEAPOLIS, - MINNESOTA
WINNIPEG, - CANADA



May you have an enjoyable
Holiday Season and may the
New Year bring you happiness
and prosperity greater than
you have ever known, and may
each succeeding day of the
year give you more cause for
thankfulness.

The Philip Smith Mfg. Co.
Sidney, Ohio

Manufacturers of

THE SIDNEY LINE

of Corn Shellers and Cleaners
Grain Elevating and Conveying Machinery

Superiority Acknowledged by Imitation

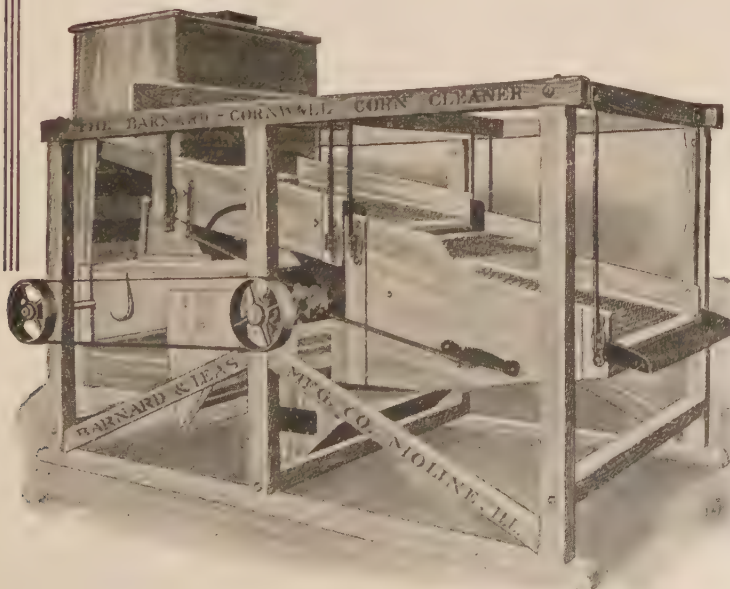
The Barnard-Cornwall Corn Cleaner needs no introduction to the elevator trade. Wherever corn is grown, it is well and favorably known. It was the first of the shaker corn cleaners, and was so superior to the ordinary rolling screen cleaner that its success was immediate and complete. It now has imitators all over the country. These imitators, however, all lack the one essential feature that has given it its great popularity. This is its patent finger sieve, which is of special construction and is the only form of sieve that will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

The shaker is made in two parts as shown in the cut, and is operated by separate pairs of eccentrics working opposite each other.

These parts are constructed in such a way that the corn, shucks and cobs in passing from one to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn to fall through onto the tail sieve and give it a chance to make a better separation. The use of these rods and the extra drop is a valuable feature where there are many shucks mixed with the corn, since it prevents the corn from tailing over with the shucks, and thus increases the capacity of the machine.

The machine is essentially a corn cleaner, but is also adapted for first cleaning of other kinds of grain, such as wheat, oats, etc., by changing the sieves, and is a very good receiving separator.

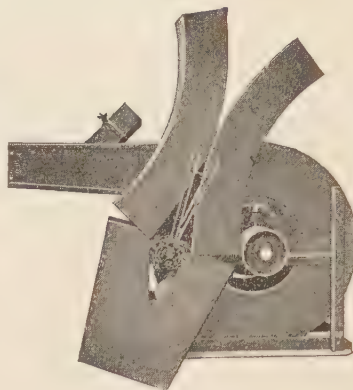
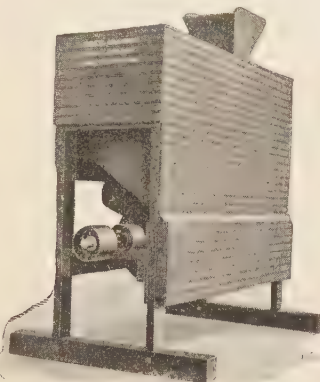
Write for catalogue fully describing this wonderful machine. It is yours for the asking.



BARNARD & LEAS MFG. CO.
 MILL BUILDERS AND
 MILL FURNISHERS
 ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

New Grain Machinery

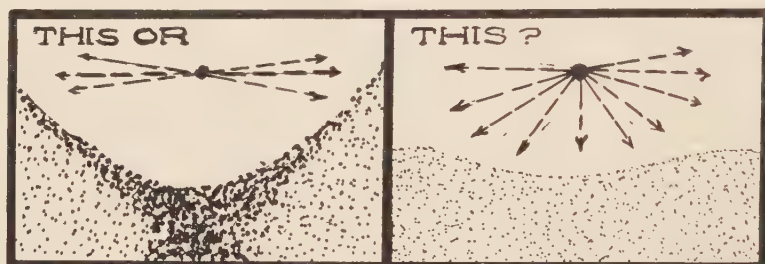
The Boss Cracked Corn Grader and Separator of the ROTARY TYPE operates without vibration and runs as smooth as a motor. Delivers 5 Grades. 30 days' trial. Each grade aerated by the suction fan that removes all dust and chaff, leaving each grade bright and uniform, bringing the best prices and increasing your poultry feed business. The price is right, too. Liberal capacity. 1 H.P. required to operate. Quickly installed. Send for catalog and prices. It is a machine that will produce profits the entire year.



The New Boss Car Loader

CANNOT injure the grain. Simple to operate. Nothing to watch but the grease cups when loading a car. 30 days' trial. Every car loaded to full capacity without scooping. No matter what distance your elevator is from the rail, the Boss will load successfully. It will pay you to write us today.

Maroa Mfg. Co., Dept. G, Maroa, Ill.



Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?

WHICH ARE YOU GETTING?

The Mattoon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

MATTOON GRAIN CONVEYOR CO.
MATTOON, ILLINOIS



WILFORD Cleaner and Separator installed in the WESTERN MARYLAND ELEVATOR

editorially described elsewhere
in this issue.

It has a screening surface 9'x12' long. Capacity of three screens is 35,000 bushels in ten hours. The machine will give four samples of screenings and one sample of dust.

Write for full particulars.

A. WILFORD & CO.
1422 Hull Street
Baltimore, Maryland

Indianapolis, Ind.
December 25, 1915.

DEAR FRIENDS:—



I wish to bring before you today, the fact that the year 1915 has been the biggest and best year known in my History since I have given myself up to a most pleasant duty, "Controlling the drop of the wagon dump."

I feel I have made a vast number of friends thruout the Country, and I attribute my success in this line to the interest you have all taken in my behalf. Therefore, I wish to extend to each and every one of you a vote of thanks and appreciation.

Here's hoping that we may continue good friends, and with my very best wishes for A MERRY CHRISTMAS and PROSPEROUS GLAD NEW YEAR, I remain

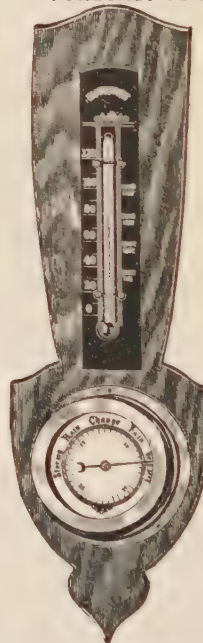
Yours faithfully,

THE AUTOMATIC DUMP CONTROLLER.

L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

PRIVATE WEATHER BUREAU

FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer.

Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER
WEATHEROMETER
HOURS IN ADVANCE

Ideal for Summer Homes and Cottages, Automobileists and Travelers.

Formerly sold at \$3.00
NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

**GERMANIA
INSTRUMENT CO.**
Dept. 50, 618 Madison
Bldg., CHICAGO, ILL.

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**
404-406 State Bank Bldg.,
OMAHA, NEB.
We Build
Modern Grain Elevators



WESTERN MARYLAND ELEVATOR, BALTIMORE

The Western Maryland Railroad, as its name implies, was originally projected to serve and make more tributary to Baltimore a considerable section of Maryland, which is very productive, and when this Railroad was completed to Hagerstown, Md., a distance of 110 miles from Baltimore, it was thought by many that its object had been fulfilled, and that it would never be more than a local line.

Shortly after the

road in its beginning, and from time to time furnished it with funds, and the City's holdings in Western Maryland securities were approximately \$8,500,000. The City several years previous was willing to sell its interest for a much less sum; but the Fuller Syndicate offered \$8,500,000 for its investment. The other railroads centering in Baltimore, realizing the prospect of a new competitor, endeavored to prevent the sale of the City's

been done in this connection, the Wabash Railroad became involved in financial difficulties, and that scheme failed.

Later, other large interests connected with the New York Central Lines entered the Western Maryland Railroad management, with the result that a very costly railroad was constructed from Cumberland, Md., to Connellsville, Pa., through a very mountainous section, but at lower grade than competing lines. * * Connellsville the West



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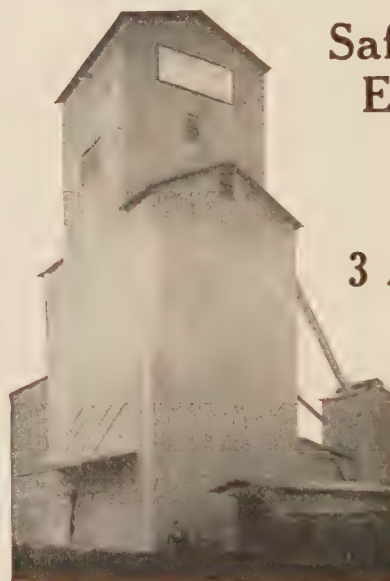


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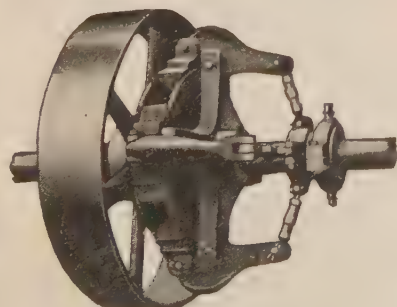
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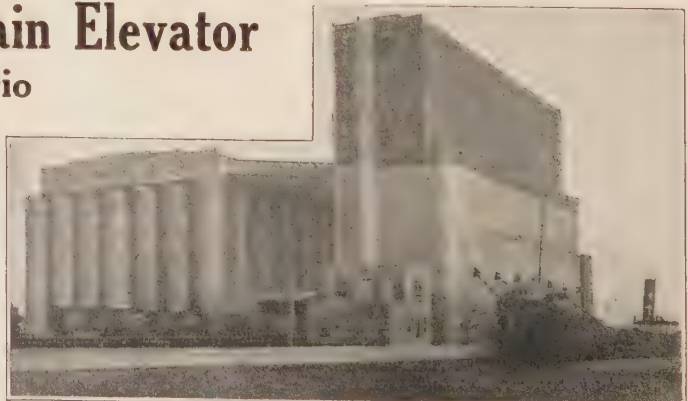
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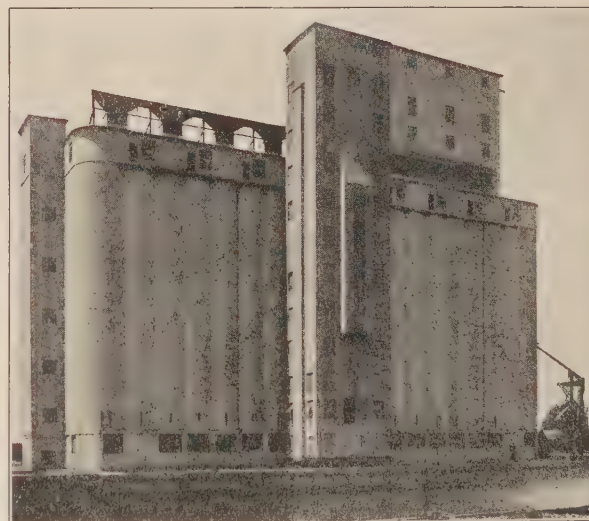
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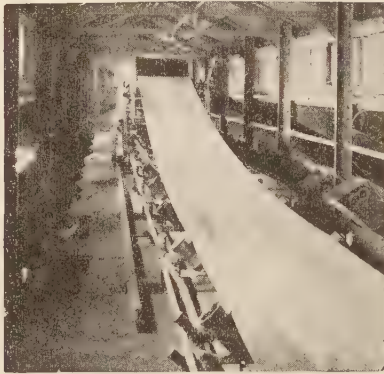
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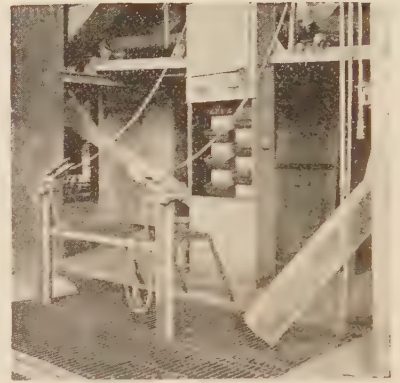
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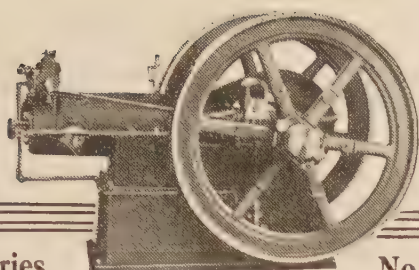
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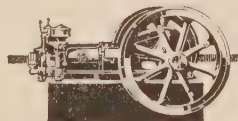
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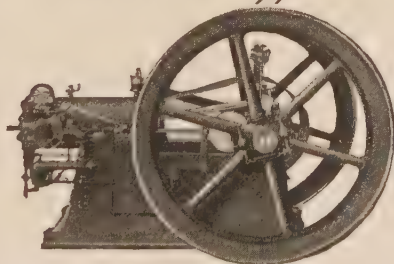
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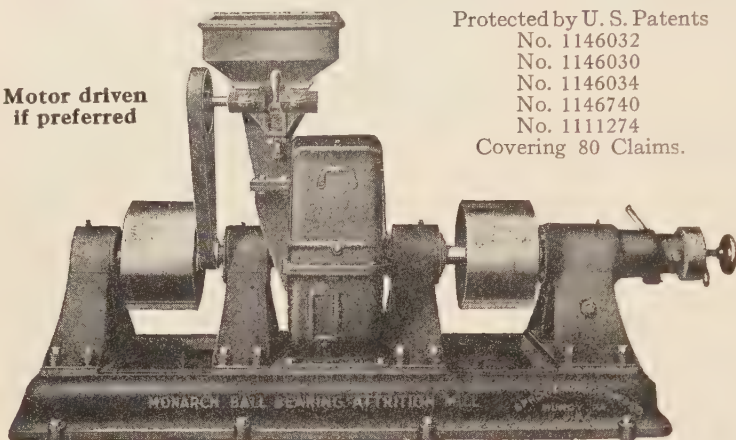
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Motor driven
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A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10x16 inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

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NORTHERN ILLINOIS iron clad, cribbed elevator in good territory. Capacity 10,000 bus., electric motor, up-to-date construction. A one man plant. Coal and feed business can be obtained. Address Wakefield Grain Co., Waterman, Ill.

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When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS FOR SALE.

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RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

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CHAMPAIGN CO., ILL., ELEVATOR FOR SALE. In small town, 35,000 cap. two dumps, two stands of elevators, rope drive, two loading spouts, gas eng., good office and wagon scales. No competition and receipts for past three years average nearly 200,000 bu. annually. Big crop to handle now. Good coal business in connection. Address James M. Maguire, Campus, Ill.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs, 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hoppers bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on Ill. Central, 120 miles from Chicago. 2-room office and Fairbanks-Morse Scale. Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

ELEVATORS FOR SALE.

TWO ELEVATORS located on P. H. Ry. in Southwestern Ohio. Address J. & J. Leas, West Manchester, Ohio.

NORTHEAST KANSAS 20,000 bu. elevator for sale. For particulars address James, Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

ELEVATORS WANTED.

WANT TO BUY or lease elevator. Must be in good grain country. Address A. W. Herrig, Holstein, Iowa.

WILL EXCHANGE good two story brick business room on paved, with business for a good elevator. Address Box 44, Rockford, Ohio.

WANTED to buy an elevator in good town in Central Northern Illinois. Address Buyer, Box 12, Grain Dealers Journal, Chicago, Ill.

HAVE 80 acre farm in Central Illinois to trade for good 12,000 to 20,000 bu. elevator in good locality. Address W. F. Wilbourn, Olive Branch, Ill.

CITY PROPERTY and farm land in Day Co., S. D., to trade for elevators in North Dakota. For particulars, address Phillip A. Gross, Webster, S. D.

WANTED good elevator well located. Have land to trade or will buy if suited. Answer with full particulars to Graham, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR WANTED—Will pay liberal rental for first class grain and coal business. Please give particulars to Joseph, Box 12, Grain Dealers Journal, Chicago.

WANTED Grain Elevators in Hutchinson, Wichita, Salina, Emporia, Concordia or Coffeyville Territory. Address Smith, Box 11, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE Well located Iowa stock farm of 334 acres, for an elevator and grain business in west or north. For further particulars address Howard Tedford, Mt. Ayr, Iowa.

WANTED good Iowa elevator on C. N. W. Ry. or other good road. Want a business of 250,000 or upwards. Advise location and what money will buy it. John, Box 12, Grain Dealers Journal, Chicago.

HAVE an 80 acre farm in Livingston Co., Ill., valued at \$18,000, whose owner will exchange for an elevator worth from \$6,000 to \$10,000. Also 160 acres in Kankakee Co., Ill., valued at \$20,000 to exchange for an elevator. James M. Maguire, Campus, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

BUSINESS OPPORTUNITIES.

FOR SALE—Flour, feed and seed business. One of the best points in the state for a jobber to open and build a big business. Anyone interested in this property, correspond with G. H. Lee, Clarion (Wright County), Iowa.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—Finest Grain and Milling proposition in Central Kansas. 100 Bbl. flour mill with Corn roll. Modern machinery, thru-out "Nordyke & Marmon." Both steam power and water, 12 foot head both in good condition. Mill running every day and doing a good business. Let us prove to you this is a money maker for cash. Address Graham, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR LEASE.

WANTED to lease several good elevators in Central Kansas or Northern Oklahoma. Address 611 North Washington, Wellington, Kan., or V., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

I ALWAYS HAVE a fine line of elevators listed to select from and if you will write, wire or phone me, I will be glad to meet you and go over them with you. I am sure I can please you and will be glad to have your inquiries. James M. Maguire, Campus, Ill.

AGENTS WANTED.

AGENTS WANTED—**SALESMEN** calling on elevator firms to handle our products. "Rat Swat" in particular.

S. O. S. CHEMICAL CO.,
1509 Walnut St. Kansas City, Mo.

FERRETS.

FERRETS FOR SALE—Exterminate your rats at small cost. Catalogue and price list free. C. H. Keefer & Co., Greenwich, O.

EXTERMINATE your rats. Ferrets will do it for you. Write us at once for free catalogue and get rid of them at once. N. A. Knapp, Rochester, Ohio.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SIDELINE SALESMEN wanted to handle the TOLLOMETER; reduces and checks telephone tolls; widely used by grain trade. A live wire can make \$25.00 extra per week. The Tollometer Selling Corporation, Forestville, Conn.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FEED MILL for sale doing a good business. Owner has ill health and will sell at a bargain. M. E. Busler, Roanoke, Indiana.

FOR SALE Wisconsin mill, electric power. In good location on C. M. & St. P. Ry. with side track to mill. Otto Koenig, Pound, Wis.

FOR SALE—A 50 bbl. mill in good running order, 10 acres of ground goes with it. Water or gasoline power. A bargain, if taken at once. For further particulars write Geo. W. Olson, Cedar, Kansas.

FEED MILL FOR SALE in one of the best sections of Iowa. Fully equipped with electric motor and gasoline engine. Good jobbing trade in flour and chick food. Easy terms. C. D. Miller, Denison, Iowa.

FOR SALE—125-bbl. Flour, and 100-bbl. Meal Mill and elevator, located at Portsmouth. Best location in So. Ohio. Doing good business; good reason for selling. Address P. H. Harsha, Portsmouth, O.

FEED AND CEREAL MILL for sale or rent; flour, feed and fuel business now doing a monthly cash business of over \$2,000. Electric power. Price \$3,500. For particulars address Proprietor, Pequot Roller Mill, Pequot, Minn.

FOR SALE—Combined Mill & Elevator situated in flourishing town of 3,000 population in Northern Iowa. Best location in City. Side track two railroads. Capacity 100 barrels daily. Address J. J. Watson, Emmetsburg, Iowa.

KANSAS—First-class 175-bbl. flour mill, 4,000-bu. cribbed elevator in Sumner County, Kansas, wheat belt. Mill cost \$35,000. Clear of all incumbrances. The only mill in town. Same is on private land with switch and track scales. Fifteen thousand (\$15,000.00) dollars will buy this entire plant if taken quick. A bargain in a mill and elevator. Address A. M. Brandt & Sons, Severy, Kansas.

FOR SALE—A two-break, four-reduction, "Richmond" Reel Flour Mill, never-failing water power, power enough for 2 or 3 such mills. Located in one of the finest farming valleys in Western Kentucky, near main line of I. C. Ry.; running and in good condition. Reason for selling: owner has other business which occupies all his time. For full particulars address The Grain Machinery Co., North Vernon, Ind.

SAFE FOR SALE.

LARGEST stock and lowest prices on rebuilt and new fireproof safes. Exclusive agents Hall's Patent Safes. Write to-day. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

SCALES FOR SALE.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

OVERSTOCKED with Refitted Dormant and Wagon Scales. Write for special price. State size, capacity and style; Condition guaranteed. Also new scales for every purpose. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

FOR SALE.

4 ton Fairbanks 14x8 \$50.00.
4 ton Howe Compound Beam 14x8 \$75.00.
8 ton Fairbank Compound Beam 18x9 \$50.00.

6 ton Howe Compound beam 22x8 \$65.00.
Above scales fitted with new knives, and bearings.

Omaha Standard Scale Co.,
513 S. 12th St., Omaha, Neb.

Every penny invested in a Journal "Wanted—For Sale" ad returns an amazing per cent of profit.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

ENGINES FOR SALE.

FOR SALE cheap, 18 h. p. gaso. engine. J. T. McCarthy, R. 4, Waukesha, Wis.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE Good engine and Boiler with all connections, except smoke stack. Run a 50 bbl. flour mill. Hargrave Bros., Russellville, Ind.

FOR SALE One boiler 16' by 54", 34—4" tubes; One 9x16 Brownell Automatic Steam Engine, water heater and feed pump. Cheap for quick sale. O. Klepinger, Ingomar, Ohio.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

75 H.P. Fairbanks-Morse, A. C., 3 Phase.
50 H.P. Fairbanks-Morse, A. C., 3 Phase.
25 H.P. Westinghouse, A. C., 3 Phase.
20 H.P. Fairbanks-Morse, A. C., 3 Phase.
10 H.P. General Electric, A. C., 3 Phase.
Write for prices. All motors guaranteed, and sent on approval to responsible parties. Northwestern Electric Co., 611 W. Adams St., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

DAMP CORN WANTED.

WANTED 100 cars new corn to dry in transit. The Wadsworth Feed Co., Warren, O.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

SITUATIONS WANTED.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED position as Mgr. Farmers elvtr, good station, handling 200 cars or more a yr. Emp. at present, but can change on 30 days notice. Address Arthur, Box 12, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager of Country elevator for Line Co. Have had 3 years' experience and can furnish best of references. For particulars address Jean, Box 10, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator or as grain solicitor. Ten years' experience. Know grain and seed. Keep books and give bond. Address Worth, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED Manager Farmers or Line Elevator. Can handle coal. First class engineer. Can furnish references and have good experience. Address L, Box 12, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager of Farmers Elevator. 10 years experience Understand book-keeping; can furnish A1 references. Address H. Box 12, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employes need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

SITUATION WANTED as manager of elevator, 21 years in grain line, duly posted in buying and selling; good book-keeper and fully understand business. Address WB, Box 9, Grain Dealers Journal, Chicago.

POSITION wanted as Manager of grain elev. Am 39 years old with family. Have handled grain all my life with five years in an elev. Can furnish best of references as to character and ability. W. S. Tabler, Box 74, Jasper, Mo.

WANTED—Position as Manager of Elevator; 20 years' experience in Elevator and Milling business. Can furnish best of references as to character and ability. Address E. M. C., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION in grain business. Can buy grain and make contracts that will hold. Understand all kinds machinery. Can furnish best references. Also handle coal. Not afraid of work. Address Harry, Box 6, Grain Dealers Journal, Chicago.

POSITION WANTED as Elevator Manager and Operator, or second man at fair salary. Thoroughly experienced; can handle any part of the work, and not afraid of work. Address Kind, Box 11, Grain Dealers Journal, Chicago.

WANTED position as Supt. of Terminal elevator, or solicitor for good grain commission firm. Have had 13 years' experience in grain business and can furnish references. Address Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED POSITION Manager of line elevator or private firm. 4 yrs. experience as Manager. 30 years old, married. Can furnish Bank references. Address Brown, Box 11, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED—Good grain buyer and lumber yard manager. Norwegian or Swede preferred. Write North Dakota, Box 10, Grain Dealers Journal, Chicago.

THERE ARE TWO SURE WAYS TO FIND employment. The first is to answer advertisements that appear in this column. If that should fail to bring the desired results, insert a small ad in the Situations Wanted columns.

AN OLD and successful terminal commission house is looking for an experienced solicitor who can demonstrate his worth, and if he has the necessary energy and ability will be taken into the firm. No capital required but brains. Address Opportunity, Box 11, Grain Dealers Journal, Chicago, Ill.

A LONG established and substantial grain firm wants a man who understands rates and the merchandising of grain to millers and feeders at a terminal market. To such a man we will give salary and share of profits, and if he proves capable, will later buy him a membership and allow him to acquire some stock in the company. An exceptional opportunity. State experience. Address Business, Box 12, Grain Dealers Journal, Chicago.

HELP WANTED WITH INVESTMENT.

GOOD RELIABLE MAN wanted with \$3,000 working capital to take management of a 75 bbl. mill, equal division of profits, plenty wheat at mill door and a big feed business; big demand for flour. Erskine Milling Co., Erskine, Minn.

WANTED An experienced elevator man with a little money to organize a Farmers Elevator Co. Best location and the time right. An experienced man can get about what he wants and practically own the business through his stock interests. Address Frank, Box 12, Grain Dealers Journal, Chicago, Ill.

SCREENINGS WANTED.

SCREENINGS of all kinds; salvage and damaged grain; off grade grain; miscellaneous grain and seed products. Send samples. C. E. Dingwall Co., Milwaukee, Wis.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adluh Milling Co., Columbia, S. C.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

GRAIN WANTED.

WANTED heavy, bright Montana oats and barley. Lewis Grain Co., Chamber of Commerce, Buffalo, N. Y.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send samples. C. T. HAMILTON, New Castle, Pa.

WANTED prices on Corn, Oats, Wheat, Hay and Potatoes, delivered Greensboro, rate points, including brokerage. The National Company, Greensboro, N. C.

MACHINES FOR SALE.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

MONITOR Dustless Compound Bean and Pea Separator No. 4 in good condition. Bargain at \$50. C. A. Stockmeyer, Caseville, Michigan.

No need for formalities—You don't need an introduction to Journal Want Ads.—They will help you without, whatever your problems may be. Make use of them at once. Don't delay.

FOR SALE One twelve inch Buhr feed mill made by American Machinery Co. Port Huron, Mich. Used less than one year cost \$135.00. All in good condition, rated capacity 70 Bu. pr hr. Will sell for \$50. f. o. b. cars Richwood, Ohio. W. H. Perry, Richwood, Ohio.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr. etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth,

9 South Clinton St., Chicago, Ill.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kafir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,

431 to 437 So. Clinton St.

Flour Mill and Elevator Machinery. Chicago, Ill.

MACHINES WANTED.

WE WANT a "Shuck" Hackler to separate the cobs from shuck and shred up the shuck. Mott Store Co. Manila, Ark.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

SEEDS FOR SALE—WANTED

GRAIN FOR SALE.

GOOD solid white ear corn at 52c per bushel, F. O. B. Skelton, Gibson Co., Ind. Big 4 R. R. Lots of good seed corn in this. Wile Seed Co., Colfax, Ind.

WANTED

Several cars of **Kaffir Corn and Millet Seed**
McGREER BROS., Coburg, Iowa

THE W. A. SIMPSON CO.
BALTIMORE, MD.

IMPORTERS AND EXPORTERS
CLOVER AND FIELD SEEDS

(Write us for prices and samples Red Clover carloads or less)

We Are Importers
RED CLOVER

Write for Samples and Prices.

John J. Buffington & Co.
BALTIMORE, MD.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

CRAVER-DICKINSON
SEED COMPANY

Buffalo Binghamton

Buy and Sell
TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN

SEEDS WANTED.

WANTED—Mammoth Clover Seed, true to name. Write W. G. Trumpler, Tiffin, O.

CLOVER SEED, red, mammoth, sweet, Alfalfa. Also timothy and soys.
O. M. SCOTT & SONS CO.,
200 Main St., Marysville, Ohio.

SEEDS WANTED—Red clover, Alsike, Timothy, Alfalfa, etc. We are hdqtrs. for high class seeds. Write us when you are in the market. Hyman & Levy, Lima, O.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SEEDS WANTED We are in the market for early varieties of **SEED CORN, ITO SAN SOSAS BEANS, BUCKWHEAT, COW PEAS and KHERSON OATS.**
The American Mutual Seed Co., Forty-Third & Robey Sts., Chicago, Ill.

Record Clover Prices?

With demonstrated shortage in central states and northwest already drained, light receipts are expected. Similar conditions produced record prices in former years. Will this season establish new record? For latest news bearing on the situation, read our Daily Letter, published in Toledo Daily Post. Sample copy on request.

SOUTHWORTH & CO., Second Nat'l Bank Bldg., TOLEDO, OHIO

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

Clover Seed
FOR SALE

Car lots or less. Ask for samples and prices

Directory
Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.

Lewis & Chambers, field seeds.
Ross Seed Co., field seeds, exporters.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imptra.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

Mexican Pinto Beans

Millet Seed

Sweet Clover Seed

White Spring Wheat

Durum Wheat

COLORADO GROWN

Car Lots

Write or Wire

Colorado Elevator &
Grain Company

STERLING, COLO.

DO IT NOW

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

TIMOTHY and clovers a specialty.
J. B. Leveille, Eyota, Minn.

SUDAN grass seed. Special price on car lots. Also maize, kaffir and feterita. Weaver Bros., Lubbock, Tex.

ASK delivered price on Texas red rust proof seed oats, delivered Missouri, Kansas and other states. A. S. Lewis, 2714 Routh St., Dallas, Texas.

ATTENTION Mr. Wholesale Seed Dealer. Special Price on Re-cleaned Inspected Sudan Grass Seed. Davidson Feed Store, Lubbock, Texas.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

CLOVER SEED, Red Clover & Alsike. Any quantity, bag to car lots. Samples and prices on request. Wisconsin Seed & Fertilizer Co., Oshkosh, Wis.

GOOD SEED CORN at low prices. High germinating, 1914 crop; dry, well cured seed corn for immediate delivery, car lots or less, at reasonable prices. Write to-day for samples. Dakota Improved Seed Co. 122 Main St., Mitchell, S. D.

SEED CORN in ear by car loads. Special price this fall, 30,000 bus. Reids Yellow dent, Funks yellow dent, Boone Co. White and the best white corn ever grown. Early white eclipse. Address
WILE SEED CO., Colfax, Ind.

SEEDS FOR SALE.

RED CLOVER Seed for sale. AYE BROTHERS, Blair, Neb.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses Crested Dogtail. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Good seed corn, oats and barley. The dependable varieties. Samples on request. Allen Joslin, Holstein, Ia.

SUDAN—unhulled white sweet clovers; white or red maize; red and white kaffir, feterita, canes and millet, bag or carlot. CLAYCOMB SEED STORE, Guymon, Okla.

KAFFIR AND MILO MAIZE.

Our Elvtrs. located in Kaffir & Milo territory. Write or wire your wants. Hugoton Elvrt. & Whse. Co., Hutchinson, Kas.

SWEET CLOVER SEED (white blossom). Buy direct from the grower and save the middleman's profit. We grow all the seed we sell. Can supply your wants in car lots or less. Write for prices and samples to North Platte Sweet Clover Seed Co., North Platte, Nebraska.

DO YOU WANT carefully selected and graded Yellow Dent Corn with which to supply your farmer patrons? The kind that grows and produces a good crop? I have been fortunate enough to obtain 5,000 bus. grown in the famous DeKalb County, Illinois, district, 1914 crop. This is out of the ordinary seed corn and very seldom is it found on the market. \$4.00 per bushel, bags free. Samples on request. It won't last long, so send in your order to-day.
J. M. BRENNAN,
Clare, Ill.

SEEDS FOR SALE.

SUNFLOWER Seed for sale, car lots and less. Eberts Grain Co., Nabb, Ind.

WRITE US for price on Millet, Cane, Feterita, Milo and Kaffir Seed. Sharp Bros. Healy, Kansas.

WE HAVE a few cars of Sunflower Seed. If in the market, write for quotations and samples. Brown-DeField Grain Co., Charleston, Mo.

FOR SALE—Choice Wisconsin and Minnesota grown Clover and Timothy. Write for samples and prices. G. H. Krumdick Co., Winona, Minn.

SEED CORN, Silvermine, Boone Co. White and Reid's Yellow Dent. This is our own breeding, grown in Douglas and Coles Co. Write for prices. Geo. L. Pfeifer, Jr. Arcola, Ill.

GERMAN MILLET FOR SALE. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

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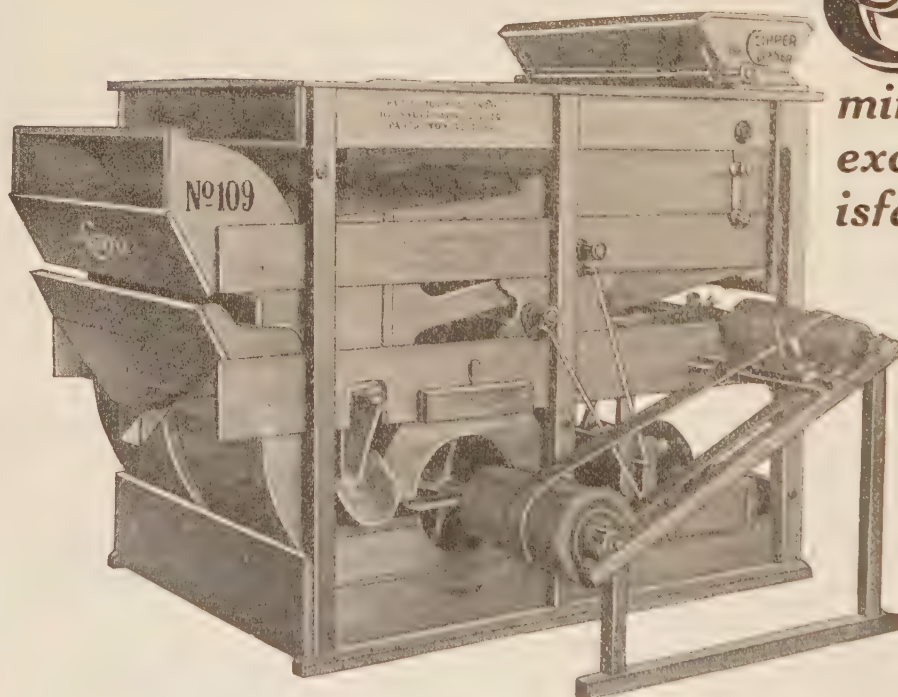
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GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, DECEMBER 25, 1915

THE JOURNAL takes this occasion to extend its best wishes for a Happy and Prosperous New Year to its many readers and patrons. It resolves to strive harder than ever in its fight for improvement of conditions in the grain trade, and hopes to merit the continued support of all wide awake dealers. May Nineteen Sixteen bring an increase of your share of Joy and Peace.

SHIPPERS WHO contribute reports to our "Leaking in Transit" column will be pleased to learn that their work is not in vain, that by reporting cars which they see leaking grain in transit they are helping other shippers to recover for their loss. The T. B. Hord Grain Co., of Central City, Nebr., writes: "We watch your 'Leaking in Transit' column and have once or twice learned of our own shipments having been leaking in transit." Report cars you see leaking.

EIGHTY Ohio farmers, recently invited to attend a special meeting of a local grain ass'n, voted unanimously in favor of discounts on their poor grain, if the better grades are taken on the basis of government grades. This demonstrates the fairness of the average farmer and his willingness to accept pay for corn on the basis of dry content. The growing of large varieties, which contain 20 to 30% moisture will soon be discontinued if the grain dealers persist in their opposition to paying good money for water soaked corn.

LIVERPOOL reports winter wheat from the United States arriving in such caked condition that it has been necessary to use picks in order to remove it from the hulls of vessels. A superabundance of moisture has never been known to contribute to the safe carriage of any kind of grain, and wheat is no exception.

PAYING FOR DOUBLE inspection was never intended by the laws of any state. The extra service is of no value to the grain owner and should not be paid for. If the grading by the state at any point is declared to be wrong then the inspection dept and not the shipper should stand the expense of the worthless service.

THE ADVANTAGES and disadvantages of storing grain and marketing it gradually are carefully discussed in a well prepared article which appears elsewhere in this number. The charts and tables merit the most careful scrutiny, not only by elevator operators, but also by growers who insist upon delivering their entire crop to market as fast as it is threshed.

ONE RESOLUTION for the New Year, which might be adopted with profit by many grain dealers, is to find out on the last day of each month just where their business stands financially. Those who draw off a monthly trial balance can readily discern what department of their business is gaining and what is losing. Dealers who would correct their errors must first discover them.

STEALING GRAIN will quickly be discontinued if all thieves or others found having stolen grain in their possession were fined \$750 for each offense, the amount which was assessed against a citizen of Madison, Wis., who had stolen grain in his possession. Too many judges in the past, have thru their leniency, encouraged thieves in stealing grain from cars. The rigid enforcement of the law, together with heavy fines for the thieves arrested, will soon stop this great loss to grain shippers.

THE DERAILMENT of a train of cars has wrecked another grain elevator, causing a loss of approximately \$10,000. After a lengthy and extensive lawsuit the railroad attorneys will no doubt befuddle the minds of the jury as to the carrier's liability. Losses of this kind are becoming so numerous that the owner of an elevator on railroad right of way is beginning to consider it as one of the many unnecessary hazards of his business. It is not right that a shipper has no redress simply because he does not own the land upon which the wrecked building stood. He should refuse to sign a lease which contains a clause relieving the carrier from liability for damage to the elevator.

ONE MAN elevators are considered the acme of perfection from the standpoint of the designer of the mechanical equipment; but why skimp the handling force and squander salaries in the office for an assistant or bookkeeper to make useless entries in duplicate in the set of books that the government is advocating? A simple set of accounts with good work at the wagon and at the scales spells success for the country grain buyer.

THE NEW CONGRESS has already been swamped by a great mass of bills proposing many new forms of regulation for different lines of business, but it is doubtful if any of these bills will ever become laws because of the necessity for considering new revenue bills, new merchant marine bills and the new bills needed to carry out the President's preparedness plan. So little other legislation will receive the attention needed to get thru both Houses of Congress at this session.

THE NEW GRAIN grades act, published elsewhere in this number, has in a measure reduced the authority of the Sec'y of Agriculture in the matter of making regulations under the act. Otherwise the bill is about the same as has been recommended by the different grain ass'ns, and if it succeeds in getting the attention of Congress will no doubt become a law. Shippers who believe changes should be made in the bill should promptly take up the matter with Representative Ralph W. Moss.

SIX ACCIDENTS reported in this number of the Journal are credited directly to the protruding set screw, a dangerous piece of machinery which is no longer tolerable about a grain elevator. Set screws which can be counter sunk cost no more and those who insist on using the old style with the protruding head can easily prevent them from catching in clothing by using an overlapping metal collar. This dangerous device causes so many serious accidents to grain elevator operators it is time that active steps were taken to correct it.

PROMPT SENDING of account sales is essential to the original shipper should it be necessary to file a claim against the carrier. One shipper in this number complains of the delay on the part of some receivers, in forwarding this important information, and makes the suggestion that state associations formulate rules as to what shall constitute promptness in making returns. One Board of Trade specifies in its trade rules that the information must be mailed on the day succeeding the date on which grain is unloaded, and other institutions would do well to adopt a similar rule. Laxity on the part of a receiver's clerk should not be permitted to lose money for the shipper favoring that receiver with his business.

FIRES—The grain trade's loss thru fires reported in this number of the Journal will total \$1,000,000, the largest for a period of two weeks, in several months. Causes reported include defective chimneys, overheated stoves, smoking, tramps and defective electric wiring. With the approach of cold weather each year the overheated stove and defective chimney cause many losses which could be prevented were the heating facilities placed in usable condition. Causes of 23 fires were not given.

THE NEW YORK Central Lines entering Buffalo have issued a tariff, withdrawing the transit privileges on grain originating on the C. & A., Pennsylvania, Panhandle, T. P. & W. and the Vandalia, and the M. C. R. R. has issued a tariff withdrawing transit privileges on grain originating on the same roads and also upon the Rock Island, the Southern and the C. N. O. & T. P. R. R. Naturally the Corn Exchange of Buffalo is up in arms against the change, and it will fight the new tariff before the Interstate Commerce Commission.

A KANSAS farmer has devised a new way of beating the testing kettle. All wheat of the neighborhood has been testing low this year excepting his, so the dealer who bot most of it investigated and found that Mr. Farmer made it a practice to stop frequently on his way to town and scoop up the top of his wheat so the wind could blow out the dust and light grains. By the time he reached town he had raised the test weight of the top of his load several pounds and sold the entire load on the basis of that test weight. However, he will not do so any more. The dealer is wise and uses a trier so as to get grain from different sections of the load.

BETTER TERMINAL facilities for handling grain at Atlantic seaports are greatly needed, and it is up to the railroads to provide them. Had they done so years ago they would have been money ahead. They are at present paying dearly for the privilege of trying to get along with inadequate grain storage and handling facilities at their Atlantic terminals. Many thousands of cars are tied up with grain intended for export, and must be used for storage until the great congestion can be relieved by the few seaboard elevators. The cost of this unusual delay to traffic and rolling stock on each trunk line during the past two months is far greater than would be the cost of ample facilities for promptly handling the great volume of export grain now on its way to ocean vessels. It is but natural that the railroads should try to place the blame upon the shippers, but the shippers who started this grain abroad had no doubt, but that railroads could handle promptly the grain they would receive.

SENATOR McCUMBER, the perennial champion of federal inspection, has again reintroduced that old Federal Inspection Bill which has been pigeon-holed many times during recent years. There is little chance of the Senator's bill obtaining the approval of either house, but in order to square himself with his constituents, at home, he keeps pushing the same old bugaboo.

THE LAW providing for the taxing of leased elevator sites in North Dakota has had the predicted effect, purchasers for hundreds of the leases being sought at the delinquent tax sale of Dec. 15. The double taxation, first as a part of the railroad right of way and again as separate property, is unfair to both railroad and shippers, and if the courts are appealed to it will very likely be wiped off the statute books.

THE EVIL OF MIXING politics with scale inspection is clearly shown in the Letters Dep't of this number, a politician placing his O. K. upon a grain scale which should have been condemned. The approval of the scale incidentally cost the dealer as much money, in loss of grain, as he would have spent for competent inspections the rest of his life. Those dealers upon whom this luxury is forced can advantageously protest to their representatives in the legislatures, and depend upon the concerted action showing results. If scales are to be kept in working order frequent inspection and repair is necessary, but inspection by a politician, whose work is of no value, serves only to mislead.

THE RESHIPING privilege was a welcome Christmas present presented to the grain shippers of Montgomery, Ala., by the M. & O. Ry. Heretofore Montgomery dealers were able to reconsign grain without breaking bulk, but now they will be able to remove the grain from the car and clean or mix it before shipping it out. This is the much coveted privilege which Nashville dealers have been striving for years to retain. It would seem that all railroads would, in the interest of their own business, permit reshipping at a small additional charge over the thru rate. The idea of charging two local rates for grain which is unloaded cannot be expected to encourage the building up of a grain distributing business at any junction point. The accumulation of grain at terminal and junction points on any railroad are in the interest of trade between shippers and distributors on different lines of railroad, and it would seem to be directly in the interest of the railroads, as well as the producers and consumers living on those railroads, that rates and practices be established which shall promote the trade relations between the people of the producing and consuming sections.

A COUNTRY SHIPPER at Harper, Kan., who has overlooked the advantages of keeping posted, recently gave his banker a shock which both of them will long remember. He loaded out several cars of grain and consigned it to the Menefee Grain Co., Kansas City, attaching draft to the B/L, depositing it with his banker for collection. The consignee in this case has been out of business for a number of years, so when the banker received a telegram advising him that no such firm could be found he became nervous and rushed to the shipper. After consulting a trade journal the shipper had the consignment turned over to another firm.

THE TESTER kettle is not the simplest device in the world, and some dealers pursue a method that is directly against their own interests. The practice common with many country buyers is to pull the kettle thru the grain until it is nearly full. This pulling action packs the grain in the tester and results in the grain being given a much greater test weight than it is entitled to. The dealer who is averse to cheating himself will push the kettle down into the grain, bottom first, until the grain drops over the top of the bucket and fills it. By leveling off the top with the tester beam, pushed across it with a zigzag motion, the kettle will be properly filled and the test weight will have been obtained under conditions similar to those in vogue in the central markets where the shipper must sell his grain. Unless the same methods of taking the test are pursued both at the country point and in the terminal market widely varying results are sure to be obtained and dissatisfaction will result.

GOVERNMENT MONEY AT 1% for all tillers of the soil seems to be the ultimate purpose of many Rural Credit Bills which have been introduced in the lower house of Congress. In the central and eastern states, farm loans earn a lower average rate of interest than almost any other class of loans, but the friends of the farmers seem to think the government should exert itself to provide even cheaper money for farmers who desire to buy more land and extend their field of operation. The Secretary of Agriculture in his annual report favored a Federal Law providing for a land mortgage banking system, and another bill, designed to secure easy credit for the farmers, is being drafted by a joint committee of both houses. While it seems somewhat doubtful if any legislation providing credit for any specified class of citizens, in utter disregard of the rights or interests of other citizens would be constitutional, the rural enthusiasts do not hesitate to try to win the good will of the farmer by making Uncle Sam do everything for tillers of the soil.

THE ADVANTAGE of building your elevator on your own land is again emphasized by the stubbornness of the traffic officials of the C., St. P., M. & O., who have refused these many months to transfer a lease to the buyer of an elevator at Pender, Neb., because, well, because it is "averse to transferring more leases to line house companies." Such narrowness serves principally to prove that some railroad officials would treat shippers with fairness only when they have to.

FILING CLAIMS properly not only facilitates the examination and payment of just claims by the railroad claim agent, but also materially increases the number of claims receiving intelligent consideration. One shipper, who recently suffered a heavy loss by the wrecking of a car containing his grain, and also suffering a loss by reason of his inability to fill his contract within the prescribed time, filed a claim covering both losses with the railroad company. The claim agent was perfectly willing to reimburse the shipper for all of his loss, but the claim was filed in a way that justified only the payment for loss of the grain. So a friendly suit is being brot to the end that the loss for failure to fill contract may be paid to the shipper legally. Many more losses could be collected in a like manner if the shippers and claim agents co-operated more willingly in the settlement of their differences.

IF COUNTRY elevator men would communicate more frequently with their country patrons, either by mail or thru the local press, they could co-operate with the farmers and assist them in the marketing their grain to their mutual advantage. One grain dealer at Vaughnsville, O., has found this plan doubly advantageous because thru his frequent communications he has educated the farmers to look to him for information regarding the marketing of grain, and when they do not hear from him they call him up. The manager of the Ellinwood (Kans.) Elevator Co. is likewise a believer in the advantages to be derived by communicating with his patrons, and during the wet harvest he advertised to buy wet wheat on the condition that the farmers marketed some dry wheat, but at the same time he warned them against bringing in any wheat which was not merchantable or which was rotten. He refused to buy wheat of that character at any price. After publishing his policy to the farmers in a clear, concise manner, it was easier for him to live up to it when any of them did offer rotten grain for his bid. If all buyers would discriminate sharply against rotten grain, the time would not be far distant when farmers would take better care of their grain and hesitate to offer any grain that was not in marketable condition.

THE WAR TAX on Grain Exchange transactions is unjust because similar taxes are not levied upon other lines of business. All dealers interested in any transactions occurring on a Grain Exchange contribute to this tax. They should demand that it be reduced and a part of the tax levied against transactions in other lines of business.

SOUTHWESTERN shippers who failed to file their claims against the railroads for grain lost as the result of the Galveston storm last August, as recommended by the secretary of the Texas Ass'n, will now claim in vain. The railroads will take refuge behind the 120 day clause in the uniform B/L. While the railroads may succeed in escaping liability for the loss of the grain, they have two years in which to collect for transporting that grain from the grain shipper. The time permitted shippers for collecting their claims is not sufficient. A bill has recently been introduced in Congress to amend an act entitled "An Act to Regulate Commerce," which was approved the 4th day of last March. It provides, "That it shall be unlawful for any such common carrier to provide by rule, contract, regulation or otherwise a shorter period for giving notice of claims than six months and for the filing of claims for a shorter period than twelve months, and for the institution of suits than two years." By rights shippers should be entitled to at least a year in which to give notice of claim on any shipment, as oftentimes they have not proof positive of a loss until more than six months have elapsed.

"Cool and Sweet" Little Protection to Buyer.

Certain industries that in past seasons have been able to obtain corn sufficiently good for their purposes on contracts reading "cool and sweet" have had to accept corn on this crop that does not give them an adequate return in their manufacturing processes.

From a large territory west of Lake Michigan, northern Illinois, Iowa, Minnesota, part of Nebraska and South Dakota the corn contains excessive moisture and is deficient in starch, oil and protein. Contracts reading "cool and sweet" are no protection to the buyer against the poor corn tendered him, and which when dried is little but chaff.

Shippers who have sold under such contracts are not bound to grant any discounts on account of the poor quality, except when expressly stated in the contract. The shipper should insist on the buyer paying the full contract price, and his corn can be rejected only if sour, musty, moldy or rotten. It would be much safer for all dealers to specify Federal Grades and the scale of discounts to apply in case shipments failed to come up to grade.

GRAIN EXPORTERS who have been compelled to pay high prices for tonnage in competition with shippers of war munitions and coal should experience considerable relief under the new order by the British government forcing ship-owners and agents to hunt up an exporter who will let them have half a cargo of grain to sweeten their shipment to Britain's taste. European importers who have established buying agencies on this side will correspondingly benefit; and the allies shrewdly make it easier for themselves to provide vessels for the Canadian and Australian grain contracted for by the government. If fully enforced the new regulation should make grain freights extremely easy in view of the fact that two per cent of England's 7,000 steel steamships are sufficient to carry all the grain needed.

No. 3 Wheat at Galveston.

For years the members of the grain trade have been striving earnestly to bring about the general adoption by all grain grading authorities of rules providing for the uniform grading of grain. Variations in verbiage of rules and variation in practices under the same rules have brought heavy losses to many unposted shippers. No doubt millers in the Southwest have exacted a higher standard for No. 3 wheat than do the exporters or interior shippers, but that does not justify the establishment of a dual standard in any established market, even tho that market be dominated by milling influence.

As was published in our Texas news columns several months ago, Galveston has adopted a rule designed to cover only No. 3 wheat if sold on a contract reading "milling wheat" or to apply on a milling contract. All such No. 3 wheat the rule provides shall not contain any of the ingredients complained of, namely, rye, mow burnt, sprouted, smutty and header wheat in No. 3 milling wheat, and the notation, "Inspected on basis milling wheat," shall be inserted on all certificates.

Shippers to Galveston must therefore inspect their bids and contracts closely, lest they be caught on a contract for "No. 3 milling wheat," when they intend to deliver only No. 3 wheat. The shippers to that market will have no objection to the establishment of the grade, and so long as buyers of the "No. 3 milling wheat" make it clear to sellers what they will expect to be delivered no one can raise any objection, but if the buyers try to take advantage of the sellers then there is sure to be trouble, and the sufferers will work all the harder to bring about the early enactment of the Grain Grades Act, and the establishment of Federal Wheat Grades throughout the land.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Double Inspection Charges.

Grain Dealers Journal: Altho the Kansas law provides that where grain is destined to outside points and the notation "Kansas inspection not wanted" is placed on the B/L no Kansas inspection fee will be claimed shippers still are compelled to pay for double inspection.

On U. P. car 73825 loaded with wheat and shipped Aug. 18, 1915, consigned to Mensendieck Grain Co., Kansas City, Mo., two inspections were made, Aug. 23 and Aug. 27, by the Kansas State and the Missouri State Inspection Departments, the Kansas Dept. issuing a certificate for No. 4 and the Missouri Dept. for "Sample." The B/L was marked "Kansas Inspection Not Wanted."—M. P. Thielen, Lucas, Kan.

Test Case on Railroad Liability for Shortage.

Grain Dealers Journal: Test suits have been filed in the Circuit Court of Decatur to determine the question of liability of carriers for loss from cars that show no evidence of leakage. Attorneys Vail & Miller represent the Illinois Grain Dealers Ass'n as special counsel in this important litigation. Claims of the Shellabarger Elevator Co. of Decatur are being used for tests of the law. Hence the Shellabarger Elevator Co. is officially the plaintiff and the Illinois Central R. R. Co. is the defendant.

Suits on this question of liability for shortages when cars do not show evidence of leakage, both in interstate and intrastate shipments, have long been contemplated by the Ass'n. The statute on which these suits are based was enacted into law in 1871, but the question has never been carried for final decision to a court of last resort. It is to determine the constitutionality of this law that these suits are being forwarded by the claims committee of the Illinois Grain Dealers Ass'n.

Whatever the final decision may be, it will be one of most extreme importance to every grain dealer, and the institution of these test suits is probably the most important action ever taken by the Illinois Grain Dealers Ass'n. It is altogether probable that the suits will drag in the courts for a long time, but the attorneys for the Ass'n will push them to as swift a conclusion as possible, and finally grain shippers will know where they stand in a court as to such losses.

This litigation means an expenditure of a great deal of money by the Illinois Grain Dealers Ass'n, but it is the belief of the claims committee that any expenditure will be warranted by the results which will be obtained and that any expenditure will be approved by the members of the Ass'n as well as by all grain dealers.—E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n, Champaign, Ill.

Shipper Needs Prompt Account-Sales.

Grain Dealers Journal: On several recent shipments made "destination terms," I have been compelled to wait indefinitely for the account-sales from the final market. Should it be necessary for me to file a claim against the railroad for loss of grain or delay in transit, the lack of a detailed accounting from the receiver would render collection difficult.

The ruling of the Chicago Board of Trade provides that on property "where the weights are not available to the seller, but are in the regular course of business first delivered to the buyer, weight tickets with checks covering payment shall be delivered on the day next succeeding the date on which it is unloaded."

Rule 25 of the Grain Dealers National Ass'n provides that on grain sold destination terms it shall be the duty of the receiver, if located at a point where no regularly constituted rules are in effect, "to furnish the seller sworn or public certificates of weights and grades, giving the post office, date, name of elevator, mill or warehouse where weights were obtained, name of weighmasters' employer, name of weighmaster, location or description of leaks, if any, railroad agent's written acknowledgment of leaks or other bad order condition, when and where grain was unloaded, and the original paid freight bill on grain sold delivered."

The National Ass'n rule, however, covers only such shipments as are made to points having no regularly constituted rules already in effect and does not specify a certain time for the return of all papers. It seems to me that this is a subject for the state ass'ns, which might add trade rules providing a certain time in which receivers must make returns on destination shipments. I would like to hear from other shippers who have been similarly annoyed.—Lone Star Shipper.

Our Callers

E. Humphrey, Cordova, Ill.
J. M. Brennan, Clare, Ill.
C. H. Strong, Lstant, Ill.
L. W. Gifford, Cedar Rapids, Ia.
J. A. McCreery, Mason City, Ill.
E. D. Bargery, Union Iron Works, Decatur, Ill.
R. T. Carey, rep't'g Richardson Grain Separator Co., Minneapolis, Minn.
M. Raymond, rep't'g Webster Mfg. Co., Tiffin, O.

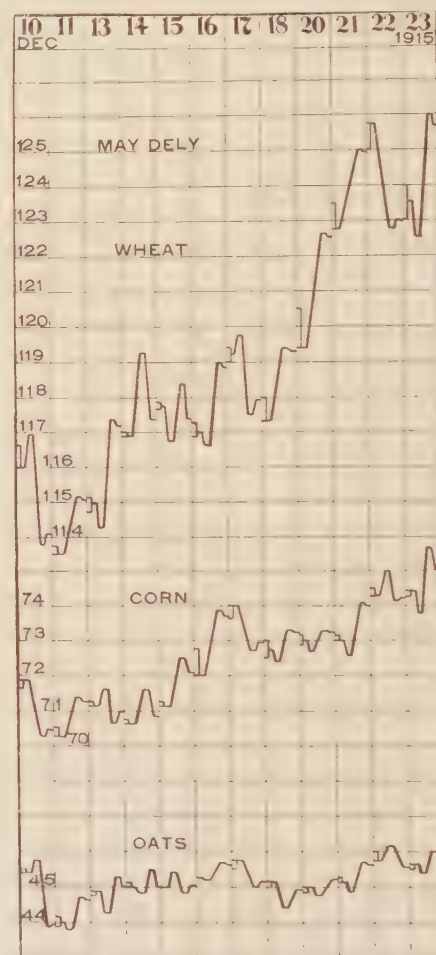
THE GRAIN DEALERS JOURNAL is a great paper.—Geo. L. Pfeifer, Jr., Arcola, Ill.

The Roth Grain Co., Wichita, Kan., extends best wishes for happiness and prosperity thru a neatly devised and serviceable desk blotter.

WASHBURN-CROSBY Co., Minneapolis, Minn., will be allowed a drawback of customs duty on exports of flour, when imported wheat has been used in the manufacture. This will equal the duty on the imported wheat less 1%.—P.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago during the last two weeks, are given on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY WHEAT.													
	Dec. 10.	Dec. 11.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 20.	Dec. 21.	Dec. 22.	Dec. 23.		
Chicago	114	115	117½	117½	117½	118½	117½	119½	122½	124½	123	125½		
Minneapolis	109¾	110	112½	113½	113½	114½	113½	115½	118½	121½	118½	120½		
Duluth	*107½	*107½	112½	113½	113½	114½	113½	115½	118½	121½	118½	121		
St. Louis	111½	113½	114½	114½	115½	116	115½	116½	118½	121½	119½	121		
Kansas City	106½	108	109½	109½	109½	110½	109½	110½	112½	116½	114½	116½		
Milwaukee	114	115	117½	117½	117½	118½	118	119½	122½	124½	123	125½		
Toledo	123½	125	127	127½	127	129	128	129	131½	133½	131½	133½		
*Baltimore	121½	122	124½	124½	124½	126½	125½	126½	127½	130	128	130½		
Winnipeg	107½	108½	110½	111½	111½	112½	112½	113½	116½	119½	116½	119		
*December delivery.														

*December delivery.

		MAY CORN.											
Chicago	70 ³ / ₈	71 ¹ / ₄	71	70 ³ / ₈	72	73 ⁵ / ₈	72 ⁷ / ₈	73 ¹ / ₈	73 ³ / ₈	74	74 ¹ / ₂	75	
Kansas City	67	67 ³ / ₄	67 ¹ / ₂	67 ³ / ₈	68 ³ / ₈	69 ³ / ₄	68 ³ / ₄	69	68 ³ / ₄	69 ¹ / ₂	69 ³ / ₄	70 ³ / ₄	
St. Louis	68 ¹ / ₂	69 ³ / ₈	69	68 ³ / ₈	69 ³ / ₈	71 ¹ / ₂	70 ¹ / ₂	70 ³ / ₈	70 ⁷ / ₈	71 ¹ / ₂	71 ³ / ₈	72 ³ / ₄	

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Condition of South Dakota Corn?

Grain Dealers Journal: We are interested in the picture in the last Journal showing 6,000 bus. of corn in the ear in open cribs near Wessington, S. D. We thought the corn up there had all gone to the bad, and would like to hear from dealers regarding the condition of corn in that territory.—Salina Produce Co., Salina, Kan.

Ans.: The government reported the quality of the South Dakota crop as only 50 per cent, the production as 96,300,000; against 78,000,000 bus. in 1914; yield 30 bus. per acre, against a 10-year average of 28.1. Corn generally in the Northwest is light, chaffy and of poor quality. In Minnesota the yield fell off 10 bus. per acre and the quality was only 35 per cent.

Landlord's Claim and Mortgage?

Grain Dealers Journal: If the landlord has a contract with his renter and the renter mortgages all the grain, can the grain be sold to satisfy the landlord's cash rent without getting a release from the mortgagee?—A. M. Johnson, Ward, S. D.

Ans.: South Dakota having no landlord's lien law, the tenant is free to mortgage his crop. Probably the landlord's contract was made before the chattel mortgage and therefore has priority. The rights of the landlord depend on the exact wording of the contract; and if it was virtually a contract to deliver the landlord a sufficient quantity of the crop to satisfy the cash rent, the whole or any part of the crop can be sold to satisfy the rent without asking consent of any mortgagee, who, however, will have a legitimate claim against the balance of the proceeds. In most states the mortgage filed first with the county recorder takes priority, and if the landlord did not record his contract he would come second. When in doubt the grain buyer should retain possession of the proceeds, and if tenant, landlord and mortgagee do not agree, let them go into court, and by making all parties to the suit get a judgment conclusively directing him to whom to make payment.

Machinery for Hulling Grain?

Grain Dealers Journal: Will the Journal kindly give me the address of firms that handle machinery for hulling oats and wheat?—Rufus S. Fenerty, Jr., East Jaffrey, N. H.

Ans.: Hulling machines are made by the C. O. Bartlett & Snow Co., of Cleveland, O.

How Recover for Loss in Transit?

Grain Dealers Journal: On Oct. 28 I loaded car G. N. 126269 with 81,282 bus. wheat, making 356½ drafts of 228 lbs. each from a National Automatic Scale. When this car was weighed at destination it was short 14,022 lbs. How can I recover the loss?—F. H. Dunham, mgr. Equity Elevator Co., New Rockford, N. D.

Ans.: The scale should be given a thorough test by an expert immediately and comparisons should be made by weighing the same grain over other scales. A record should be kept of the number of drafts in shipments made before and after the shipment on which the loss was suffered. If shipper can prove his scale to be in correct working order he can collect the full amount of the shortage by filing a claim with the railroad company accompanied by his proofs of weight before 4 months.

Coming Conventions.

Jan. 20-21.—Council of Grain Exchanges at Chicago, Ill.

Jan. 20-21.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

Jan. 25-27.—Farmers Grain Dealers Ass'n of South Dakota at Watertown, S. D.

Jan. 26-27.—Missouri Grain Dealers Ass'n at St. Louis.

Feb. 3.—Michigan Hay & Grain Ass'n at Saginaw, Mich.

Feb. 9-11.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Feb. 15-17.—Iowa Farmers Grain Dealers Ass'n at Des Moines, Ia.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

July 11-13.—National Hay Ass'n at Cedar Point, O.

REPRESENTATIVE OLDFIELD of Arkansas has re-introduced into the House, Bill H. R. 3055, prohibiting the transmission of certain messages by telegraph cable between the states. The bill seeks to prohibit speculative trading.

Sulfur an' Molasses.

BY J. M. ANDERSON.

"Eddie, you're proceedin' right plumb agin the law, and as head of this here institution I'll ask ye jest this once more to quit tryin' to better them oats."

Ed Davis, junior member of the Davis & Son Grain Co., closed the valve which regulated the flow of grain into the bleaching tower adjoining the Davis elevator. He knew from the tone of voice, and the gleam in his father's eyes, that the old gentleman was in deadly earnest, tho perhaps unduly excited.

"Just as you say, Dad," he replied slowly, "but I can't see where it's any more a violation of law to take the impurities out of this grain than it is to remove the dirt and chaff from the wheat we ship."

"Jest the same you wasn't up to the meetin' last week, an' I was. An' I heard tell as to how a lot of other companies is goin' to handle their oats the way Nature give 'em to the farmer; that's the way they put it, Ed; they says the way Nature made 'em was the way they'd handle 'em. An' there was a man there from the Government who says that hidin' inferiority in a grain by givin' it a different color from what it has when it's grown is illegal. It's like tryin' to sell somethin' for what it aint."

This explanation was typical of Joe Davis. He did not favor lengthy explanations, even to his partner son, as to why his orders should be enforced. The present instance, to him, was no exception, and he considered the matter settled. Leaving Ed in the elevator, he entered the office to arrange details of shipping the off color oats stored in the plant. He determined incidentally to discount heavily in the future any oats received, not up to Davis' high standard.

But Ed saw the matter in a different light. He believed if a product, unfit in its natural state for consumption by either man or beast, was thrown upon the market it would ultimately be consumed somewhere. This he considered a crime in which everyone thru whose hands the grain passed was an accessory. For this reason it was an established fact that Davis & Son had never accepted a load of moldy grain from a farmer, even at a big discount. Grain simply off in color, and containing its impurities on the outside of the hull, was not in the

[Continued on Page 934.]



Only a Grain Exchange, But Taxed as Tho It Were a Munitions Factory.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Canada, Nov. 16.—About 35% of acreage for next year's crop in Canada was reported as plowed on Oct. 31; compared with 71% last year and 54% in 1913. In the northwest the percentages are 36% for Manitoba against 92%; Saskatchewan 27% against 77% and Alberta 34% against 56%.—Census and Statistics Office, Ottawa, Ont.

Winnipeg, Man., Dec. 11.—The estimated wheat yield for 1915 for Manitoba, Saskatchewan and Alberta is 307,230,000 bus.; oats, 389,000,000 bus. and barley 39,202,000 bus.; compared with wheat 140,031,250 bus.; oats 162,460,000 bus. and barley 22,690,000 for 1914.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

ILLINOIS.

Alexandria, Ill., Dec. 23.—Corn good; quality fine.—Fred B. Six Grain Co.

Cordova, Ill., Dec. 20.—Corn in poor condition; soft and difficult to shell.—E. Humphrey.

Ottawa, Ill., Dec. 22.—Corn very soft.—H. A. Bonges, mgr. Wallace Grain & Supply Co.

Aledo, Ill., Dec. 10.—The longer the corn stays in fields worse condition becomes.—T. J. Heald.

Mason City, Ill., Dec. 18.—Lots of corn; quality good.—J. A. McCreery, J. A. McCreery & Son.

Mahomet, Ill., Dec. 14.—Most corn grading No. 4; occasionally No. 5 and No. 6.—Mahomet Grain Co.

Albers, Ill., Dec. 20.—Winter wheat acreage 20% of last year; condition 80%; badly infested by fly; some farmers speak of plowing up some for spring crops; corn crop about 60%.—Wm. Netemeyer.

Springfield, Ill., Dec. 21.—The average yield of corn in Illinois this year was only 36 bus. The yield of corn in northern Illinois was 36 bus., in central Illinois 40 bus., and in southern Illinois 23 bus. The total yield amounted to 320,111,011 bus. on a total acreage of 8,966,842 acres. Corn was damaged by cold, wet season and windstorms, and the grain is not in good condition, the quality averaging only about 79% of normal. The acreage seeded to winter wheat for the 1916 crop is 1,812,432 acres, or 8% less than the 1915 crop. The condition of the crop on Dec. 1 was 90% of normal. The hessian fly has done much damage in some sections. The acreage seeded in rye this fall is 166,775 acres, and the condition was 95% of normal.—State Board of Agriculture.

INDIANA.

Maplewood, Ind., Dec. 22.—Corn not extra quality; grading Nos. 5 and 6.—Edgar Thompson, per G. M.

Hobbs, Ind., Dec. 11.—Corn drying slowly; think will not be able to handle before first of year with favorable weather.—John R. House & Son.

Wheatfield, Ind., Dec. 22.—Corn poor; average about 35 bus.; will grade from No. 3 to sample; oats will grade No. 4; growing wheat looks good.—Albert Stembel, Estate of Geo. O. Stembel.

IOWA.

Sioux City, Ia., Dec. 11.—New corn poor quality.—H. H. Gear, chief grain inspector, Board of Trade.

Adaza, Ia., Dec. 20.—Corn poor crop; about 40% marketable.—W. E. Hicks, agt. Wright & McWhinney.

Harlan, Ia., Dec. 14.—Corn about all cribbed; very poor turnout; quality poor.—Webb McConnell, Green Valley Seed House.

Inwood, Ia., Dec. 17.—No corn to speak of for market here; almost a complete failure.—W. H. Klein.

Humeston, Ia., Dec. 14.—Grain all damaged; corn hardly merchantable; not fit to shell.—A. Humeston & Son.

Kellogg, Ia., Dec. 14.—About 80% corn picked; averaged from 30 to 35 bus.; quality poor.—H. H. Engleman, mgr. Farmers Elvtr. Co.

Cedar Rapids, Ia., Dec. 16.—Samples of new Iowa corn tested by us show moisture from 25 to 35%, and using 30% as an average, its relative value on account of excessive moisture as compared with new No. 3 corn averaging 17% is reduced 9½¢ per bu. Further, on account of containing over ¼ lb. less oil per bu. than is usually found in normal, well developed new corn its value is still further reduced 5½¢ per bu. and in addition a still further reduction of 5¢ is necessary owing to the grain being immature and the starch not developed, a large portion of it being still in the dough stage and some of it not even having passed out of the milk stage, thus preventing its recovery in our process as starch and allowing it to be diverted into feed, the value of which is also reduced on this account owing to a decrease in the relative percentage of protein.—Douglas Co.

KANSAS.

Perry, Kan., Dec. 20.—Winter wheat acreage about same as last year; doing well; corn yielded from 40 to 70 bus.; quality good.—R. A. Yost, mgr. Farmers Elvtr. Co.

MISSOURI.

Lutesville, Mo., Dec. 21.—Wheat acreage about 85%; does not look good.—W. E. Dickey, mgr. Lutesville Mfg. Co.

Hancock, Mo., Dec. 18.—Prospect for next year's wheat crop good; acreage somewhat better.—M. O. Mitchell & Son.

Columbia, Mo., Dec. 11.—The following estimate of the acreage and yield of the principal crops of the state was compiled from official reports: Corn, 7,218,566 acres; 220,235,191 bus.; wheat (marketable) 2,278,949 acres; 26,475,337 bus.; oats, 933,422 acres; 24,148,035 bus.; rye, 14,347 acres; 192,250 bus.; buckwheat, 813 acres; 13,171 bus.; barley 701 acres; 11,917 bus. Corn averaged 30.05 bus.; compared with 23.6 bus. last year; condition 87%. Wheat practically 10,000,000 bus. less than last year; average yield 12 bus.; compared with 17.1 bus. last year. Oats averaged 25.8 bus.; against 20.8 bus. last year. Acreage for 1916 wheat greatly reduced; about 1,959,207 acres sown which is 82.7% of 1915 seeding; condition of growing crop 82.6%; compared with 85.4% last year; considerable complaint of hessian fly; account open fall late seeding has been less effective in fight against it.—State Board of Agriculture.

NEBRASKA.

Fullerton, Neb., Dec. 18.—About 50% of corn merchantable.—E. E. Agnew, mgr. Fullerton Elvtr. Co.

Hendley, Neb., Dec. 18.—Corn averaging 40 bus.; quality fair.—G. W. Query, mgr. Farmers Business Ass'n.

Stratton, Neb., Dec. 18.—Corn soft here; none solid.—W. C. Dahnke, mgr. Farmers Grain, L. S. & Supply Co.

Monroe, Neb., Dec. 18.—Corn yield 30 bus.; about half is good quality.—C. D. Hart, mgr. Monroe Farmers Ass'n.

Memphis, Neb., Dec. 18.—Most corn will grade No. 4; will average 35 bus.—W. D. Russell, mgr. Farmers Union Ass'n.

Rockville, Neb., Dec. 18.—Corn grading No. 3; will average 40 bus.—C. R. Roberts, mgr. Rockville Equity Exchange.

Gretna, Neb., Dec. 18.—Corn averaging 35 bus.; most will grade Nos. 4 and 5.—T. W. Culbertson, mgr. Gretna Elvtr. Co.

Hampton, Neb., Dec. 18.—Corn averaging 35 bus.; quality fair; most will grade No. 4.—H. T. Larson, mgr. Hampton Elvtr. Co.

Bennett, Neb., Dec. 20.—Wheat mostly grading No. 4 and sample; corn grading Nos. 4 and 5.—F. C. Kuse, mgr. Farmers Elvtr. Co.

Anandale sta. (Glenville p. o.), Neb., Dec. 18.—Corn fair; averaging 35 bus.—J. W. Henthorn, mgr. Farmers Grain, Coal & L. S. Ass'n.

South Bend, Neb., Dec. 2.—Of 4 cars corn shipped one graded No. 4 and the other three No. 3; some snow on ground.—W. B. Essick.

OHIO.

Ankenytown, O., Dec. 15.—Quality of first wheat marketed was poor; all now is good and grading No. 2 Red.—Clay Syler, Syler Bros.

OKLAHOMA.

Noble, Okla., Dec. 16.—Good corn crop, with very favorable fall for gathering.—Earl Petty.

Oklahoma, Dec. 1.—Wheat acreage compared with 1914 is 90%; growing condition 89%.—State Board of Agriculture.

Enid, Okla., Dec. 22.—Wheat looking fine but small; acreage has been decreased 20%; weather ideal.—Randels & Grubb.

OREGON.

Briedwell sta. (McMinnville p. o.), Ore., Dec. 16.—About 25% grain has been sold; balance being held for higher prices.—E. H. Hanson.

TEXAS.

Canadian, Tex., Dec. 21.—Wheat acreage 90%; looks good; best grade of corn this year in history of Panhandle.—Canadian Implement Co.

Ft. Worth, Tex., Dec. 16.—Green bugs appearing in quite a number of places owing to favorable weather for them; will no doubt cause a great deal of trouble in spring.—Dorsey Grain Co.

Wichita Falls, Tex., Dec. 18.—Green bugs are working on the growing crops at this place, Winters, Bowie, Ballinger, Sweetwater, O'Brien, Knox City, Stamford, Rule, Chillicothe, Van Alstyne, Howe, Dorchester, Whitewright, Celina, Sherman and vicinity. They are very bad at Bowie, Ballinger and here.—H. B. Dorsey sec'y Texas Grain Dealers Ass'n, Ft. Worth.

WISCONSIN.

Eau Claire, Wis., Dec. 11.—Corn crop bad; buckwheat 30%; rye 90%; barley 90%; farmers say feeding value is low; early frost on corn; continued damp weather caused corn to rot.—C. W. Cheney, of Cheney Mfg. Co.

Yield and Acreage of 1915.

Washington, D. C., Dec. 15.—The December estimates of the Crop Reporting Board of the Bureau of Crop Estimates of the acreage and production of important farm crops of the United States in 1915 and 1914, with the average for the five years 1909-1913, are as follows:

Crop.	Acreage.	Production.	
		Per Acre.	Total.
Corn:	Acre.	Bushels.	Bushels.
1915	108,321,000	28.2	3,054,535,000
1914	103,435,000	25.8	2,672,804,000
Av. 1909-13.	104,229,000	26.0	2,708,334,000
Winter wheat:			
1915	40,453,000	16.2	655,045,000
1914	36,008,000	19.0	684,990,000
Av. 1909-13.	28,356,000	15.6	441,212,000
Spring wheat:			
1915	19,445,000	18.3	356,460,000
1914	17,533,000	11.8	206,027,000
Av. 1909-13.	18,741,000	13.1	245,479,000
All wheat:			
1915	59,898,000	16.9	1,011,505,000
1914	53,541,000	16.6	891,017,000
Av. 1909-13.	47,097,000	14.6	686,691,000
Oats:			
1915	40,780,000	37.8	1,540,362,000
1914	38,442,000	29.7	1,141,060,000
Av. 1909-13.	37,357,000	30.3	1,131,175,000
Barley:			
1915	7,395,000	32.0	237,009,000
1914	7,565,000	25.8	194,953,000
Av. 1909-13.	7,619,000	23.9	181,873,000
Rye:			
1915	2,856,000	17.2	49,190,000
1914	2,541,000	16.8	42,779,000
Av. 1909-13.	2,236,000	15.6	34,911,000
Rice:			
1915	803,000	36.1	28,947,000
1914	694,000	34.1	23,649,000
Av. 1909-13.	716,000	33.5	24,016,000
Hay, tons:			
1915	50,872,000	1.68	85,225,000
1914	49,145,000	1.43	70,071,000
Av. 1909-13.	49,756,000	1.33	65,987,000

Madison, Wis., Dec. 21.—Farmers will have to buy corn as crop was poor; oats big crop, heavy tho somewhat colored. Barley good, but colored.—L. L. Olds.

Eau Claire, Wis., Dec. 11.—Everything but corn O. K., oats and wheat good; corn alright for silage; soft and did not get ripe.—J. M. Cramer of the Milwaukee Elvtr. Co.

Government Crop Report.

Washington, Dec. 17.—The crop reporting board of the Dept. of Agriculture estimates the area sown to winter wheat this fall as 11.3% less than the revised estimated area sown in the fall of 1914, equivalent to a decrease of 4,756,000 acres, the indicated total area being 37,256,000 acres. Condition on Dec. 1 was 87.7 against 88.3 and 97.2 on Dec. 1, 1914 and 1913, respectively, and a ten-year average of 90.8.

Rye area sown this fall is 3.0% less than the revised estimated area sown in the fall of 1914, equivalent to a decrease of 95,000 acres, the indicated total area being 3,058,000 acres. Condition on Dec. 1 was 91.5, against 93.6 and 95.3 on Dec. 1, 1914 and 1913, respectively, and a ten-year average of 93.3. Details by States follow:

WINTER WHEAT.

State.	Area sown, Autumn, 1915.		Condition Dec. 1.	
	Autumn, 1914, revised (000 omitted), acres.	Compared with 1914, P. Ct.	Total Prelim. (000 omitted), acres.	Ten-year average, P. Ct.
N. Y. . .	395	96	379	91
N. J. . .	81	104	84	93
Pa. . . .	1,399	102	1,427	93
Del. . . .	123	100	123	99
Md. . . .	658	101	665	88
Va. . . .	1,281	107	1,371	91
W. Va. . .	306	107	327	91
N. C. . . .	990	101	1,000	92
S. C. . . .	233	100	233	92
Ga. . . .	345	101	348	93
Ohio . . .	2,101	86	1,807	85
Ind. . . .	2,820	80	2,256	88
Ill.	2,934	76	2,230	84
Mich. . . .	963	80	770	83
Wis. . . .	103	98	101	93
Ia.	525	78	410	90
Mo.	2,859	78	2,230	83
Neb. . . .	3,674	90	3,307	94
Kan. . . .	8,900	88	7,832	85
Ky.	963	100	968	82
Tenn. . . .	901	103	928	91
Ala. . . .	105	112	118	94
Miss. . . .	6	120	7	93
Tex. . . .	1,497	99	1,482	90
Okla. . . .	3,231	86	2,779	85
Ark. . . .	226	108	244	92
Mont. . . .	711	90	640	92
Wyo. . . .	62	104	64	92
Colo. . . .	321	105	337	91
N. M. . . .	55	130	72	93
Ariz. . . .	41	105	43	95
Utah . . .	253	101	256	86
Nev. . . .	23	120	28	78
Ida. . . .	405	90	364	90
Wash. . . .	1,156	75	867	83
Ore. . . .	692	80	554	84
Cal. . . .	473	83	393	85
U. S. . . .	42,012	88.7	37,256	87.7

RYE.

N. Y. . .	165	99	163	94
N. J. . .	81	104	84	92
Pa. . . .	292	98	286	93
Va. . . .	93	103	96	93
Ohio . . .	123	87	107	88
Ind. . . .	160	90	144	90
Mich. . . .	394	95	374	87
Wis. . . .	444	97	431	93
Minn. . . .	312	98	306	92
Ia.	62	92	57	94
N. D. . . .	200	105	210	85
S. D. . . .	110	110	121	95
Neb. . . .	212	95	201	96
All oth. . .	505	35	473	92
U. S. . . .	3,153	97.0	3,058	91.5

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Port Arthur, Ont., Dec. 16.—Receipts of grain at Fort William and this place from Sept. 1 to the close of navigation Dec. 13, as reported by the Board of Grain Commissioners, were: wheat, 148,369,775; oats, 24,653,608, and barley, 4,742,395. Shipments were: wheat 142,599,936; oats, 22,625,727, and barley, 4,090,674. Shipments to Canadian ports were: wheat, 42,619,417; oats, 16,675,736, and barley, 2,095,525. Shipments to U. S. points were: wheat, 98,535,093; oats, 3,646,844, and barley, 1,834,273 bus.

FLORIDA.

Gainesville, Fla., Dec. 16.—Large corn crop has just been harvested; many farmers have surplus to sell so do not expect great demand in spring.—H. J. Babers, Seminole Seed Co.

ILLINOIS.

Aledo, Ill., Dec. 10.—Lots of oats to come.—T. J. Heald.

Cordova, Ill., Dec. 20.—Not much corn moving account poor condition.—E. Humphrey.

Findlay, Ill., Dec. 23.—Corn movement heaviest in our experience.—Findlay Grain Co.

Ottawa, Ill., Dec. 22.—Have not shipped any corn so far.—H. A. Bonges, mgr. Wallace Grain & Supply Co.

Mason City, Ill., Dec. 18.—Will be free movement of corn if we can get cars.—J. A. McCreery, J. A. McCreery & Son.

Mahomet, Ill., Dec. 14.—About 20% corn in fields not husked; farmers not inclined to sell at present prices; did not buy much at 60c; holding for 70c; about 30,000 bus. corn has been shipped from this station.—Mahomet Grain Co.

INDIANA.

Wheatfield, Ind., Dec. 22.—Oats about all out of country; some few in farmers hands; holding for 40c; wheat all out of country owing to wet harvest farmers or houses could not hold.—Albert Stembel, Estate of Geo. O. Stembel.

IOWA.

Harlan, Ia., Dec. 14.—Corn only about half price of 1914 crop.—Webb McConnell, Green Valley Seed House.

Adaza, Ia., Dec. 20.—Not much corn offered for sale; most farmers feeding stock.—W. E. Hicks, agt. Wright & McWhinney.

Sioux City, Ia., Dec. 11.—Grain movement light at present; just few cars new corn so far.—H. H. Gear, chief grain inspector, Board of Trade.

West Liberty, Ia., Dec. 15.—Soft corn moving; most of good corn held by farmers at a price above the Chicago market; feeders here from north Iowa buying bulk of surplus; looks as if we will have to ship in from south for next season or summer feeding.—T. E. Fountain.

KANSAS.

Inman, Kan., Dec. 15.—Grain movement slow; farmers not selling much wheat.—D. J. Razlaff.

Perry, Kan., Dec. 20.—About 25% old wheat in bins; most corn in crib.—R. A. Yost, Farmers Elvtr. Co.

MISSOURI.

Columbia, Mo., Dec. 11.—Corn about 83% gathered.—State Board of Agriculture.

Hancock, Mo., Dec. 18.—About 25% last year's crop in farmers hands.—M. O. Mitchell & Son.

Forest City, Mo., Dec. 15.—Not much wheat being offered at present; some soft corn being sold but bulk of it is being held for higher prices.—H. E. Combs, Farmers Elvtr. Co.

MONTANA.

Billings, Mont., Dec. 15.—Grain moving freely; about 55% has been marketed.—W. P. Ladd, mgr. H. Poshler Co.

NEBRASKA.

Rulo, Neb., Dec. 10.—About 90% wheat in farmers hands.—J. J. Shannon, agt. Central Granaries Co.

Monroe, Neb., Dec. 18.—About 50% wheat left in farmers hands.—C. D. Hart, mgr. Monroe Farmers Ass'n.

Gretna, Neb., Dec. 18.—About 70% wheat left in farmers hands.—T. W. Culbertson, mgr. Gretna Elvtr. Co.

Fullerton, Neb., Dec. 18.—About 40% wheat in farmers hands.—E. E. Agnew, mgr. Fullerton Elvtr. Co.

Arapahoe, Neb., Dec. 18.—About 65% wheat in farmers hands.—C. S. Fuller, mgr. Farmers Grain Ass'n.

Memphis, Neb., Dec. 18.—About 80% wheat in farmers hands.—W. D. Russell, mgr. Farmers Union Ass'n.

Hendley, Neb., Dec. 18.—About 40% wheat left in farmers hands.—G. W. Query, mgr. Farmers Business Ass'n.

Hampton, Neb., Dec. 18.—About 50% wheat left in farmers hands.—H. T. Larson, mgr. Hampton Elvtr. Co.

Roseland, Neb., Dec. 18.—About 60% wheat in farmers hands.—M. J. Stoetzel, mgr. Roseland Grain & Supply Co.

Hebron, Neb., Dec. 18.—About 50% wheat left in farmers hands.—H. D. Harding, mgr. Hebron Elvtr. & Shipping Ass'n.

Anadale sta. (Glenville p. o.), Neb., Dec. 18.—About 75% wheat in farmers hands.—J. W. Henthorn, mgr. Farmers Grain, Coal & L. S. Ass'n.

South Bend, Neb., Dec. 20.—About 2% old wheat in farmers hands; corn not all husked; since Nov. 15 shipped car wheat and 4 cars corn.—W. B. Essick.

Omaha, Neb., Dec. 16.—Grain business in bad shape; this state has great deal wet corn; Iowa's corn is practically all wet and rotten; grain business reversed from last year; Iowa feeders are buying corn and Nebraska and Kansas dealers are selling corn.—S.

Southbend, Neb., Dec. 16.—Farmers busy husking and getting corn out so that there was little grain moving; some have not finished husking and today we are having a real snowfall; weather not cold; corn yielding good; quality of some not good.—W. B. Essick.

NORTH DAKOTA.

Mayville, N. D., Dec. 20.—Wheat receipts light now; expect liberal receipts after holidays.—J. H. Miller, mgr. Farmers Grain & Mfg. Co.

OHIO.

Ankenytown, O., Dec. 15.—Wheat movement has been slow in this territory until recent advance which caused farmers to haul; now moving freely; greatest part of crop still in farmers hands; most waiting for the new year market or January and February.—Clay Syler, Syler Bros.

OKLAHOMA.

Noble, Okla., Dec. 16.—Nearly all corn gathered, cribbed or marketed.—Earl Petty.

Oklahoma, Dec. 1.—About 74% corn, 31% wheat and 46% oats in farmers hands.—State Board of Agriculture.

SOUTH DAKOTA.

New Underwood, S. D., Dec. 18.—About 75% wheat in farmers hands; holding for \$1; we will ship some good seed corn.—J. H. Borin, mgr. Farmers Elvtr. Co.

TEXAS.

Canadian, Tex., Dec. 21.—About 25% wheat in farmers hands.—Canadian Import Co.

WISCONSIN.

Eau Claire, Wis., Dec. 15.—Farmers holding for higher prices.—C. H. Bergman.

WESTERN MARYLAND ELEVATOR AT BALTIMORE

The Western Maryland Railroad, as its name implies, was originally projected to serve and make more tributary to Baltimore a considerable section of Maryland, which is very productive, and when this Railroad was completed to Hagerstown, Md., a distance of 110 miles from Baltimore, it was thought by many that its object had been fulfilled, and that it would never be more than a local line.

Shortly after the road was in operation to Hagerstown, the late J. M. Hood became its President and General Manager, and in the early days of his administration he dreamed of making it something more than had been originally contemplated. Mr. Hood was a man of wonderful resource and energy, and once had about made arrangements through London financial interests to extend the road farther west, but a panic in European money markets put an end to his project for the time being. However, later he extended the road from Hagerstown to Cherry Run, on the Baltimore & Ohio Railroad, and for many years interchanged certain traffic with that railroad.

About this time James G. Blaine, Steven B. Elkins, Henry G. Davis, and others, built the West Virginia Central Railroad from Cumberland, Md., on the Baltimore & Ohio Railroad to Elkins, West Virginia, a distance of 112 miles, in order to open up their valuable coal properties, and for some years used the Baltimore & Ohio Railroad as an outlet for their Line to Baltimore. About 1901 the Fuller Syndicate in which George J. Gould was interested, purchased the stock of the West Virginia Central Railroad, and immediately took steps to acquire the Western Maryland Railroad, with the intention of building a connection from Cumberland, Md., to the Western Maryland's western terminus. The City of Baltimore has fostered the Western Maryland Rail-

road in its beginning, and from time to time furnished it with funds, and the City's holdings in Western Maryland securities were approximately \$8,500,000. The City several years previous was willing to sell its interest for a much less sum; but the Fuller Syndicate offered \$8,500,000 for its investment. The other railroads centering in Baltimore, realizing the prospect of a new competitor, endeavored to prevent the sale of the City's interest to the Fuller Syndicate, and a bid of \$10,000,000 was made by one of them to the City of Baltimore. It was difficult to convince some taxpayers of the wisdom of selling the City's interest at the lower bid; but the Baltimore Chamber of Commerce took an active interest in this matter, and was among the first business organizations in the City to urge sale of the City's holdings in the Western Maryland Railroad to the Fuller Syndicate at \$8,500,000, realizing the advantage to the City of Baltimore, for all time, to have another western outlet, the need of which was generally admitted. After a spirited contest in the City Council, it was finally decided to accept the offer of the Fuller Syndicate. The wisdom of this action has been fully demonstrated by Baltimore having another trunk line connection, instead of the Western Maryland Railroad being interned by its competitors.

Soon thereafter the purchasers of this road commenced the construction of the link between its western terminus and Cumberland, thereby giving it a through line into the coal fields of West Virginia. It was the hope of the Gould interests to effect a connection between the Western Maryland Railroad and its Wabash Lines, and ultimately by a consolidation of the so-called Gould Railways, to establish a trans-continental line from ocean to ocean; but before anything definite had

been done in this connection, the Wabash Railroad became involved in financial difficulties, and that scheme failed.

Later, other large interests connected with the New York Central Lines entered the Western Maryland Railroad management, with the result that a very costly railroad was constructed from Cumberland, Md., to Connellsville, Pa., through a very mountainous section, but at lower grade than competing lines. At Connellsville the Western Maryland connects with the Pittsburgh & Lake Erie Railroad, and uses that line to Pittsburgh, thence to Youngstown, Ohio, and from Youngstown to Cleveland, via the Erie Railroad, and from Cleveland to Chicago by the Lake Shore and Michigan Southern, all New York Central controlled lines.

The Western Maryland Railway participates in through routes and joint rates on grain to Baltimore with all Central Freight Association lines, except the Pennsylvania west of Pittsburg, Baltimore & Ohio west of Pittsburg and Baltimore & Ohio Southwestern. Their concurrences run to such prominent lines as the

Ann Arbor Railroad,
C., C. & St. L. Ry.,
Chicago & Eastern Illinois R. R.,
Chicago, Burlington & Quincy R. R.,
Chicago, Milwaukee & St. Paul Ry.,
Chicago, Rock Island & Pacific Ry.,
Chicago, Indianapolis and Louisville Ry.,
Erie Railroad,
Grand Trunk Railway,
Grand Rapids & Indiana Railway,
Illinois Central Railroad,
Lake Erie & Western Railroad,
New York Central (west of Buffalo),
New York, Chicago & St. Louis R. R.,
Pere Marquette Railroad,
Toledo, Peoria & Western Railway,
Toledo & Ohio Central Railway,
Wabash Railroad.

The Western Maryland Railroad also participates in ex-lake rates made from Cleveland, Toledo, Detroit and Sandusky, in connection with New York Central Lines, and from Buffalo, in connection



Western Maryland Elevator at Baltimore, Md., with Shipping Gallery and Marine Tower for Receiving Tidewater Grain.

with New York Central, Erie, and D., L. & W. R. R. The distance from Chicago to Baltimore via Western Maryland Railroad and its connections, is 806 miles. The distance via Lake Shore and Michigan Southern, and Delaware, Lackawanna & Western to New York is 951 miles, showing that the New York Central controlled lines have a road to Baltimore 145 miles nearer Chicago than its other seaboard terminus at New York City. The distance from Cleveland to Baltimore by the Western Maryland Railroad route is 449 miles, while the Pennsylvania distance between the same points is 482 miles, and the Baltimore & Ohio route between the same points 512 miles. It will thus appear that the Western Maryland Railroad is in a most excellent position to handle traffic from connecting lines.

The construction at Port Covington, which is the tidewater terminus of the Western Maryland Railroad at Baltimore, of a modern concrete elevator, with driers and modern facilities for cleaning grain, puts this road in a position to compete with the older lines for every class of export traffic. Some years ago this railroad constructed enormous coal piers at Port Covington, also covered piers for the handling of package and other freight, and for some time past has done a large business in these commodities, especially coal, the exports of which have been constant and at times very heavy. The Port Covington terminals are admirably located and capable of extensive development in the future, there being at present a depth of 32 feet of water alongside the piers, which is capable of increased depth if needed.

Baltimore in normal times ships grains to every consuming nation of the Globe, and while the war in Europe has for the present interfered with exports to certain countries usually large buyers, it has nevertheless increased the demand from other nations which are accessible, and in all this business the Western Maryland Railroad will participate, now that it has facilities for handling the business from a large section of the country covered by the numerous railroads mentioned above. It is also in a position to compete with the other railroads on import business, and also the handling of immigrants and their transportation west. In short, the

Western Maryland Railroad has now established itself on the Seaboard, and through its important connections, becomes a trunk line, the influence of which will soon be felt in increased business, not only for the port of Baltimore, but that large section lying west, tributary to Baltimore, because of its location at the head-waters of the Chesapeake Bay, having the greatest inland penetration of any waters on the Atlantic Seaboard, thus placing Baltimore nearer the large grain producing sections of the west.

Mr. Carl R. Gray, now President of the Western Maryland Railroad, is a man fully capable of handling this great business, and he has been selected especially because of his ability to handle large matters. He has already shown results, and his experience previously with the Hill Lines will serve him well in his present position.

With its additional dock frontage, buildings and trackage, the new elevator has added greatly to the developments of the Point, on which are also located the Western Maryland Railway Co.'s coal docks, merchandise docks, freight yards and general warehouses, covering several miles of harbor frontage.

The elevator is constructed throughout of reinforced concrete and made strictly fireproof and modern in every detail. It consists of a workhouse, with heavy concrete dock in front, a storage annex, trackshed, dryer house, transformer house, screenings house, dock galleries and overhead conveying galleries connecting the storage annex with the working house.

THE WORKING HOUSE is built 72'-6" x 62'-0" on the ground and has a total height of 188'-0" from foundations to cupola roof. It has a 25'-0" working height in the first story over which are located fifty-three square bins of one and two car load capacities, so arranged as to feed into two No. 11 Invincible Warehouse Separators and one large Wilford Cleaner, located on the working floor.

The house is equipped with two receiving, one cleaner and two shipping legs, each having a capacity of 15,000 bu. and elevating the grain to the top of the cupola. Two additional small legs are provided near the cleaning machines to lift

the screenings from the basement to the working floor where they may be sacked.

Extensive trackage yards are arranged on the loading and unloading sides of the workhouse, in which may be placed the loaded cars as they come in and the empty cars as they are unloaded.

THE TRACK SHED covers four lines of tracks, so arranged that two cars on each track may be pulled in by car puller or locomotive and may be unloaded into 2500 bushel pits in the basement of the trackshed. Eight pairs of automatic, heavy pattern car shovels, on movable steel frames are installed to unload the cars without breaking the lines of cars to place them opposite the shovels so no time is lost.

In steel lined tunnels under the receiving pits are located two 36" rubber conveyor belts to transfer the grain to the workhouse and into the receiving legs.

One receiving pit under each of the four tracks discharges onto the same belt conveyor. The contents of one pit only can be loaded onto a belt at a time, and, to prevent mixing of grains or possible trouble in taking the grain from the pits, an interlocking device that will permit but one pit to open at a time is provided and operated on the first floor of the working house.

A four drum, 75 horse power car haul, equipped so that it may be controlled and operated from the track floor, is also installed in the basement of the trackshed.

The track nearest the working house can be used for car loading purposes as well as receiving purposes and is provided on one side with two car loading spouts and bifurcated car loaders to load a car in a very few minutes and entirely by means of gravity.

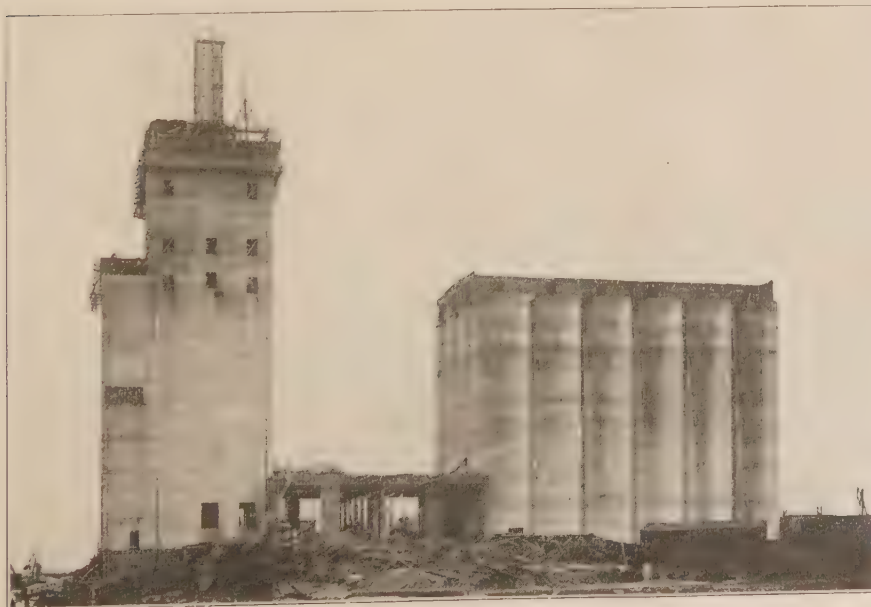
As the grain is received it is conveyed to one of two 15,000 bu. receiving legs and raised to the top of the workhouse, a height of about 185 ft. The elevator belts have a speed of about 720 ft. per minute, carrying two rows of 15"x8"x8" buckets, with rope transmission from 100 h. p. motor drives, located on top floor of cupola.

THE WORKHOUSE cupola has a belt story just over the bins, a distributing story, a scale story and above the scales are located five 2200 bushel garners into which the grain is discharged from the legs.

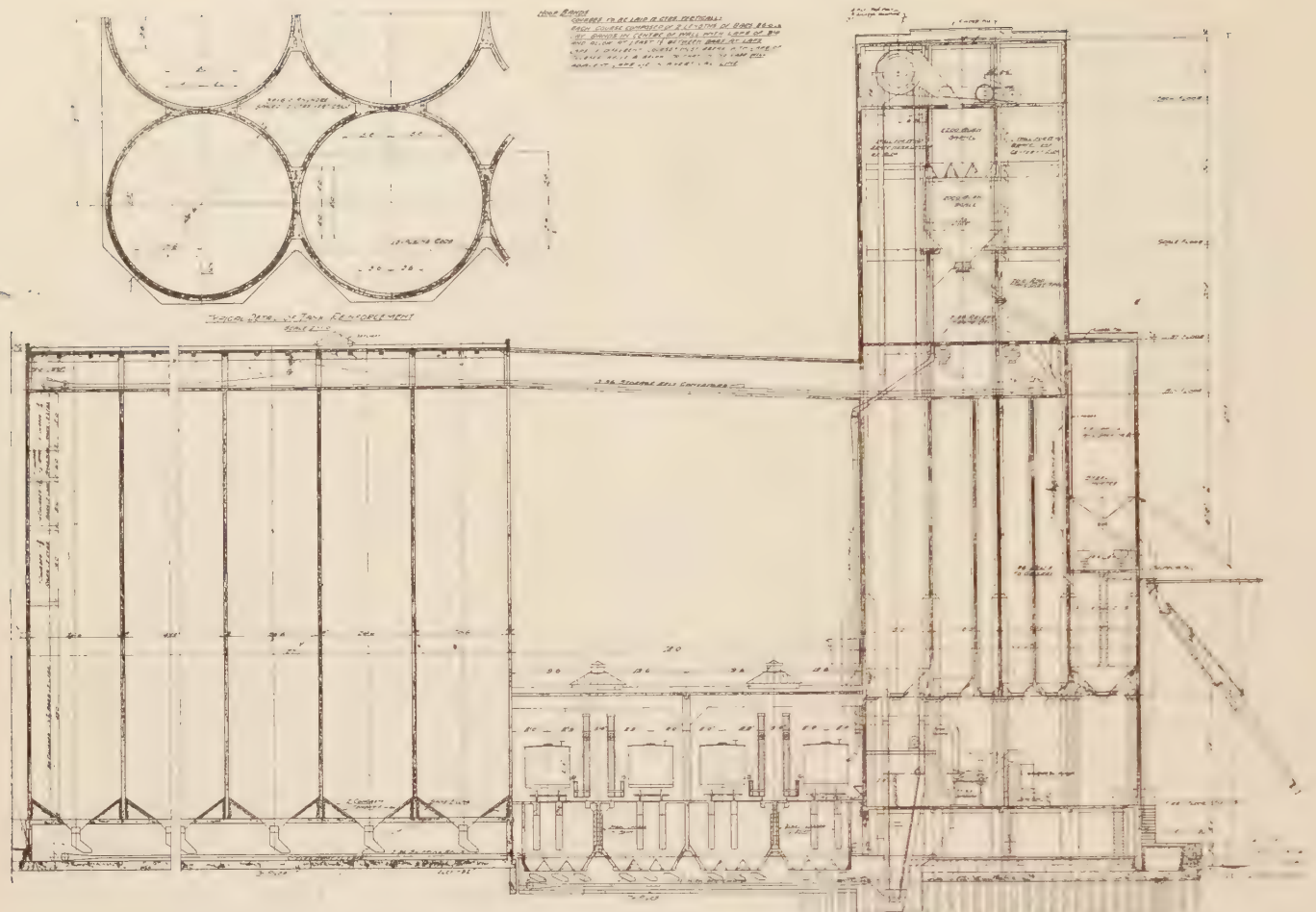
The grain from the receiving legs is discharged into one of two concrete garners placed just under the top floor and from there is discharged into a 120,000 lb. scale hopper to be weighed and then spouted through a Mayo Spout and a system of fixed spouts to one of the 53 pockets or small bins of the working house.

If the grain is for transfer only it may be spouted directly into a car below or may be spouted to one of five large shipping bins on the dock side of the working house to be loaded into a boat for export purposes.

If the grain is not clean or properly graded when received it is spouted to a working house pocket and then run through one of the two pairs of cleaning machines on the first floor where it is fanned and all foreign matter is taken out and the cleaned grain is again lifted to the top of the working house by the cleaner leg. This cleaned grain is weighed once more, then spouted to one of three long conveyor belts and carried to the storage annex where it may be placed in one of the large bins for permanent storage.



Western Maryland Elevator at Baltimore, Md., in Course of Construction.



Cross Sectional Elevation, Western Maryland Elevator, Baltimore, Md.

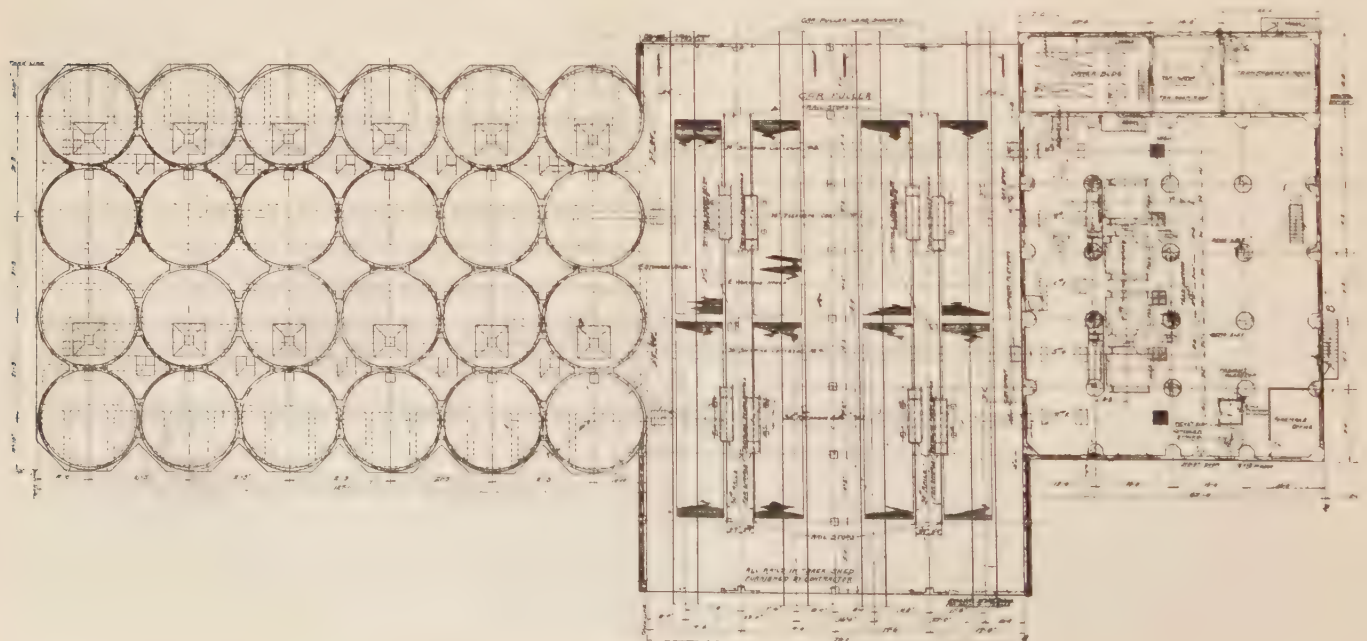
THE STORAGE ANNEX consists of 24 circular, reinforced concrete bins, 20'-8" inside diameter and 97'-0" high, built upon heavy reinforced concrete foundation walls. Grain is conveyed from the workhouse to the tops of these storage bins by means of three 36" rubber conveyor belts running over steel bridge supports having a span of 78 ft.

All storage bins are hoppers at the

bottom and are provided with spouts and gates so that when it is desired they may be emptied and the grain discharged onto one of two parallel, 36" conveyor belts, running in the basement, under the track shed, to the workinghouse, where the grain is discharged into two shipping legs and elevated to the top of the working house. This grain is then discharged into a concrete garner under the top floor

and thence into a 120,000 lb. shipping scale, where it is weighed and then spouted to the shipping bins for loading into boats.

In order to load boats of great length or to load a number of smaller boats at one time, a steel loading gallery extending along the dock on each side of the working house and having a total length of 940 ft. supports two 36" conveyor belts



Ground Plan, Western Maryland Elevator, Baltimore, Md.

at a height of 67 ft. above the dock level. This gallery is of steel construction and is provided with telescoping boat loading spouts spaced every 60 ft. along the water front to quickly load a boat standing at any point along the dock.

At the extreme inland end of this gallery a pneumatic marine tower is stationed and equipped with machinery, conveyor belts and scales to draw the grain from the boats, weigh it, and transport it along the gallery to the working house. When the grain is received by boat and taken to the working house, it is cleaned or stored as may be best, according to the condition it is in.

THE DRIERS—The working house is also equipped with a two unit Morris Dryer, each unit having a capacity of 1000 bu. per hour, and a Hess Dryer of 1500 bu. capacity, so arranged that either 1000, 660 or 330 bu. batches may be handled as required. Coolers under both dryers are of double the capacity of the dryers. The dryers are located at one end of the working house so that grain may be spouted directly to the dryer house from the working bin floor. The dryer house is of heavy concrete construction throughout.

The drier building is 80 ft. high, the floor dimensions being 16 ft. by 40 ft. on the ground floor, and 16 ft. by 26 ft. on the other two floors. There is a concrete garner in the top of the building, which has a holding capacity of 2500 bu., to which the grain is delivered from the elevator by a spout. Directly under this garner is the Morris drier, to which the grain is fed from the garner.

The coils for heating the air are located on the ground floor, as is also the fan which draws the air from the outside through the coils and then blows the hot air into the drier.

The cooler is placed directly under the drier and the grain dropped by gravity from the drier into the cooler. The cold air is supplied by a fan located on the ground floor, which draws the air from the outside and blows it into the cooler. From the cooler the grain is dropped into a steel hopper which feeds a belt conveyor for delivering grain back into the elevator.

Iron stairways connect the different floors and run up to the steel working platform around the top of the drier where the garner bottom gates are operated for filling the drier.

The fans, the Bayley Plexiform Type, are driven by variable speed electric motors and have a capacity for handling 30,000 cubic feet of air per minute each. By the use of variable speed motors the operation is entirely under the control of the operator at all times, so that he can get more or less air as the condition requires.

Having separate fans each on the drier and cooler adds greatly to the convenience of operation as well as to the economy, since when either the drier or cooler is empty it is unnecessary to operate more than one fan, thereby making a considerable saving in power for driving the fans as well as a considerable saving in steam condensation, which would be wasted if the fan were operated when the drier is empty.

The coils in this equipment are the Improved Type Internal Feed entirely different from the old style return-bend coil. Each pipe in the coil has steam supplied through a smaller pipe which runs on the inside, thereby insuring a uniform supply of steam to every pipe in the coil, which means uniform condensation and economy in operation.

The drier is equipped with an electrical recording thermometer, which gives a

continuous record of temperature in the drier at all times, which makes it easy for the operator to maintain uniform heat in the drier and enables the superintendent to see at a glance that the operator is using the proper heat at all times.

Grain that has passed through the dryers is loaded on to a special belt conveyor and carried to one of two legs in the house and elevated to the top of the workhouse to be weighed and then stored or shipped by boat or reloaded into cars.

All grain that reaches the working house may be conveyed or spouted to any bin in the working house or the storage annex by means of the storage belts and two 36" transverse belts located just under the distributing floor of the working house cupola.

Screenings are sacked on the first floor of the working house and then hauled to the screenings house at the inland end of the yard for storage or to be loaded on to cars.

The equipment throughout is of the latest and most modern type for handling and cleaning grain.

The elevator is equipped throughout with electric motors for power purposes, and has electric lights to properly light the entire structure at all points.

The electric current is purchased from the Consolidated Gas Electric Light & Power Co. and brought into the working house through transformer house located at one end of the working house. This house is also entirely of reinforced concrete construction, two stories high and having a basement in which are toilets for the general use.

A complete electric system and telephone system is installed to reach the various points of the plant.

The latest type of dust collecting and pneumatic floor sweeping system is installed throughout the elevator, in pits, tunnels, all floors and for each machine.

Offices are provided on the first floor for the superintendent of the elevator and on the scale floor for the weighmaster. These are to be heated by electricity and equipped with working diagrams of the elevator and blackboards for general notice and record purposes.

Steam and hot water used at the elevator are to be generated at a separate power plant that is located about half a mile from the elevator and to be piped for drying and for faucets in the toilet.

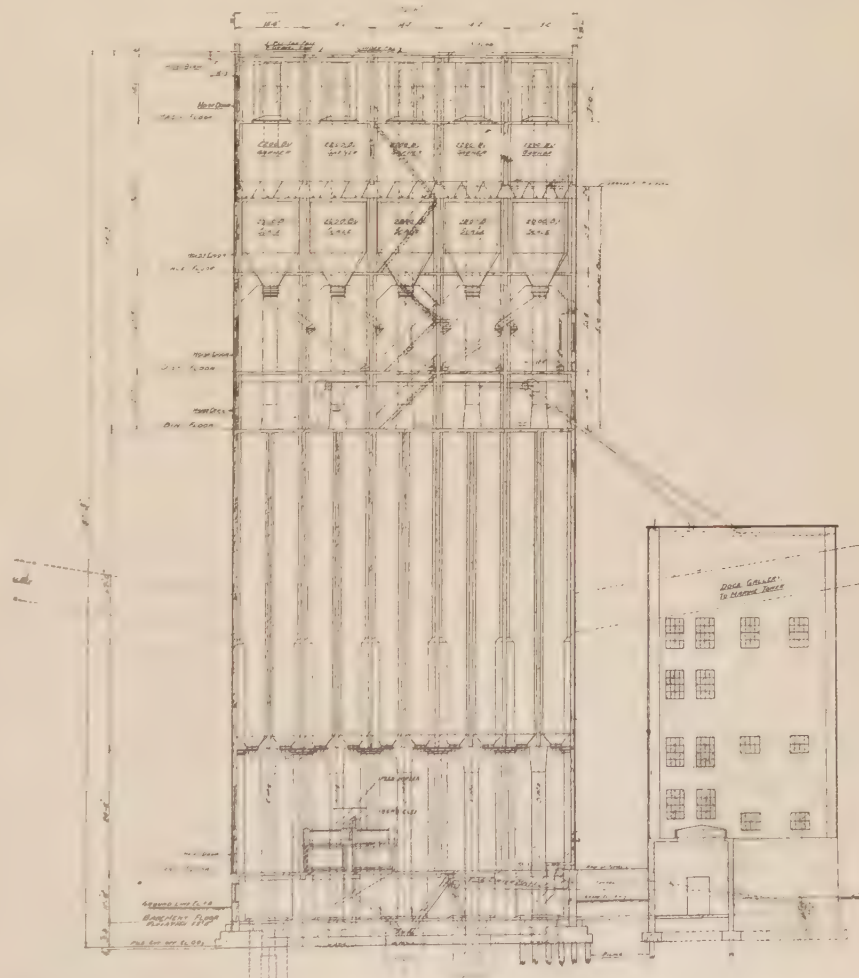
The plant is entirely of fireproof construction and has a capacity of 1,000,000 bu. It can receive and unload 120 cars in ten hours and can load 14 cars per hour. Boats can be loaded at the rate of 60,000 bu. per hour. The total handling capacity per year will be about 25,000,000 to 30,000,000 bu. of all kinds of grain.

The rope drive sheaves, pulleys, shafting and bearings were furnished by the Weller Mfg. Co.

Trippers, conveyor pulleys, convergers, elevating and conveying machinery was furnished by the Webster Mfg. Co.

Max Toltz, of the Toltz Engineering Company, who has had many years' experience in elevator work and operation, designed this plant, assisted by a corps of expert elevator and structural engineers.

James Stewart & Company are the con-



Longitudinal Sectional View Working House and Drier, Western Maryland Elevator, Baltimore, Md.

tractors who are building and equipping the plant under the supervision of Max Toltz.

I CAN NOT get along without the Grain Dealers Journal.—M. C. Brown, Sioux City, Ia.

SENATOR GORE, of Oklahoma, has introduced a bill to provide for the uniform grading of grain.—P.

SENATOR McCUMBER has introduced a bill providing that no drawback shall be allowed on any imported wheat, corn, oats, barley or rye or upon any flour manufactured from such grains.—P.

SCRAMBLED WHEAT is the Christmas dish served up by the Soo Line to the shippers of eleven cars wrecked recently at Fullerton, N. D., the grain being scooped up and loaded back into the cars.

CASH DEMAND for corn is pitifully small and the East does not take hold of the corn as in former years. The detailed Government Report shows that the Seven surplus States this year have 200 millions more corn than they raised last year. We are more firmly convinced every day that there is going to be a movement of this corn, be it good or poor, that will tax the bank accounts of the longs to care for. We know of instances where banks are refusing to loan money to carry corn and farmers are having to market rather than hold. The character of the crop is such that the low grade stuff must move before March 1st or be a total loss.—W. H. Perrine & Co.

A FLEET of 144 vessels, properly organized, might be capable of keeping the requirements of Great Britain supplied regularly. Compared with the whole of our mercantile fleet, which comprises over 7,000 steel steamers (Lloyds Register for 1914-15, vol. 2, page 960), such a number as 144 seems insignificant, being only 2% in number or 4% of the gross tonnage of all British steel steamers. All the imported wheat the Mother Country needs between now and July 31, 1917, is already assured. Canada began only in October to ship her new crop, and if she really has 35,000,000 quarters available for export she could alone keep the U. K. supplied with her monthly requirements until January, 1917; the Australian surplus, if really as large as estimated, viz., 13,000,000 quarters, would suffice until the end of July, 1917. It seems outrageous that the poor consumer in this country should be called upon to pay such a high price for bread at this crisis of the country's existence, an evil that is almost wholly due to high freights.—*Corn Trade News, Liverpool.*

Exports of Grain Weekly.

	Wheat.		Oats.	
	1915.	1914.	1915.	1914.
July 4, '14 to July 3, '15	314,473,000	192,348,000	101,585,000	17,702,000
July 10	1,890,000	5,758,000	2,410,000	672,000
July 17	2,049,000	5,087,000	2,829,000	474,000
July 24	1,548,000	7,711,000	2,680,000	277,000
July 31	3,809,000	8,196,000	1,846,000	345,000
Aug. 7	1,971,000	4,347,000	1,382,000	384,000
Aug. 14	3,841,000	3,425,000	697,000	280,000
Aug. 21	3,100,000	9,286,000	397,000	612,000
Aug. 28	4,302,000	8,643,000	290,000	323,000
Sept. 4	5,317,000	9,019,000	1,700,000	767,000
Sept. 11	4,788,000	7,440,000	165,000	149,000
Sept. 18	5,464,000	5,230,000	1,880,000	2,660,000
Sept. 25	5,793,000	6,483,000	1,692,000	2,570,000
Oct. 2	7,467,000	8,304,000	1,853,000	4,078,000
Oct. 9	10,030,000	6,368,000	726,000	1,611,000
Oct. 16	8,764,000	4,291,000	2,827,000	2,000,000
Oct. 23	8,985,000	4,917,000	1,056,000	1,696,000
Oct. 30	9,744,000	5,691,000	1,814,000	2,167,000
Nov. 6	8,993,000	5,866,000	1,695,000	1,845,000
Nov. 13	10,496,000	7,585,000	1,023,000	1,728,000
Nov. 20	7,614,000	5,767,000	1,688,000	2,219,000
Nov. 27	8,782,000	5,874,000	2,226,000	1,819,000
Dec. 4	9,411,000	9,381,000	2,264,000	1,428,000
Dec. 11	8,484,000	5,515,000	2,196,000	933,000
Dec. 18	8,721,000	9,492,000	1,293,000	1,772,000
Total	151,333,000	159,676,000	45,549,000	32,804,000

War Affecting the Grain Trade.

MANY FRENCH millers have been forced to close their plants because of the recent requisitioning of grain by the Government.

ARGENTINE FREIGHT rates on corn to Europe have been further advanced one shilling per ton. The rate is now 118 shillings, equal to 79c per bushel.

ITALIAN GOVERNMENT is contemplating the requisitioning of 36 German steamers detained in Italian ports as a means of relieving the ocean freight situation.

THE HIGH OCEAN freight rates have led the Government of France to consider the purchase of 50 vessels and the Chamber of Deputies has been asked to authorize the expenditure.

ALGERIAN AUTHORITIES have authorized the exportation of 75,000 tons of hard wheat to France, Tunisia and Morocco. Soft wheat, barley and oats may also be exported with certain restrictions.

BRITISH STEAMER *Rose Castle* was requisitioned at Boston, Mass., by the British Government, and ordered to Portland, Me., where it will load a cargo of 11,000 tons of grain for England and France.

MANY STEAMERS along the Atlantic Coast and at Gulf ports are reported as requisitioned by the British Government, with instructions to load at least half a cargo of grain before returning to English ports.

SHOULD the war end, there probably would be a sharp break first, but soon after, wouldn't a demand set in for our grains (with shipping restrictions relieved) that would carry market skywards?—J. F. Zahm & Co.

THE SWEDISH GOVERNMENT has decided to fix maximum prices for rye, barley and oats as a result of the prevailing high prices caused by speculation. The proposed prices are equivalent to \$1.54 per bushel for rye, \$1.28 for barley and 72c for oats.

BERLIN will continue indefinitely its present system of bread distribution, supplying only those residents which are holders of bread tickets. Similar tickets will also be issued, effective Jan. 1, for the distribution of butter and fat which is eaten with the bread.

THE GREEK GOVERNMENT on Dec. 14 requisitioned all Greek vessels in British or American ports and the ships will be loaded with cargoes of food and coal purchased by that government. It is believed less trouble will be encountered in transporting the commodities to Greece than if the regular vessel owners had control of the ships.

NO BRITISH STEAMER, registered in the United Kingdom, of gross tonnage exceeding 500 tons, may carry a cargo from one foreign port to another, effective Dec. 1, even tho the vessel call at an intermediate British port, unless the owner has been granted exemption by license. This license is granted by a com'te appointed by the president of the Board of Trade.

THE SCARCITY of freight cars in France is said to be due largely to poor management of the railroads, whole trains standing idle in parts of the country, while in other sections there is urgent need for them. One train of cars is reported to have stood idle at Cognac for a whole year. Of 7,000 tons of hay, brot from Galveston on Aug. 28, 6,000 tons is still on the dock at La Palice, where it was unloaded from the steamship *Crown*.

WHEAT valued at over \$15,000,000 was purchased at Melbourne, Australia, Dec. 24 by the governments of Great Britain and France at a price above 5 shillings a bushel. Cargoes also have been sold to go to Italy and one for South Africa at the record price of 5s 5d.

CANADA'S SEIZURE of wheat will not result in the requisitioning of equipment to get the grain to seaboard, according to official reports from Montreal. The ocean transport of the wheat is being arranged in London and any requisitioning must emanate from there, and be in connection with the ocean service.

ANNOUNCEMENT Dec. 20 that the British troops had been withdrawn from the Dardanelles indefinitely postpones wheat shipments from southern Russia and places on America the task of supplying Europe with wheat during the winter and early spring. Altho the spring wheat crop was large the winter wheat crop in the United States was poor and with a reduced acreage sown for 1916 the prospects are for markets of unparalleled activity.

New Steel Elevator at Russell, Kan.

The Farmers Union Mercantile Co., Russell, Kan., has just completed the erection of a 28,000-bu. capacity steel elevator on the Union Pacific Ry. The plant, shown in the accompanying engraving, comprises eight metal bins, each hopped with concrete.

The main storage bins are 36 feet deep and vary in diameter from 12 feet to 14 feet 4 inches. The two bins over the driveway are 24 feet deep by 12 ft. in diameter and the service bin, which is used in cleaning, is 10 feet deep by 5 in diameter.

All spouting and other equipment in the plant is of steel, the only wood used being in the driveway. Equipment includes a 20 h.p. oil engine, 1,500 bu. Richardson Automatic Scale, 5 ton wagon scale, 2,000 bu. per hour White Star Special Elevator Leg of the belt and cup design, Steel Manlift, and a No. 178 Double Receiving Eureka Grain Separator.

Cupola is 14x16x18 feet and houses the shipping scale. All other machinery is on the working floor. Cost of the plant, which was built by the White Star Co., was \$9,100 completely equipped.



Steel Elevator at Russell, Kan.

Council Exchanges to Work for Reduction of War Tax.

The discrimination against the grain trade as compared with lumber, coal and other commodities was the subject of discussion at a called meeting of the Council of Grain Exchanges' executive com'ite and the legislative com'ite of the Grain Dealers National Ass'n held Dec. 15 at Chicago.

Pres. Lowell Hoyt called the meeting to order shortly after 2 p. m., and the sec'y read letters from sec'ys of state grain organizations, some stating that the discrimination in the tax against grain would be considered at their coming annual meetings.

C. H. Canby, pres. of the Chicago Board of Trade, stated the legislative situation exactly for the information of those present. The tax is the same as that originally adopted at the time of the Spanish war when grain prices were much lower than at present, and being based on valuation, has yielded a sum greatly in excess of what the government expected.

"We have asked the support of the farmers' organization, as, for example, if one should crib corn in the country and he sold a hedge he would have to pay a tax. If grain in the country is sold it pays a tax, not only consecutive but cumulative. The performance of the functions of these central markets is the most useful that could be devised.

"Our argument against the tax is that it discriminates, as it is based on transactions on an Exchange, whereas only 100 ft. outside of the Exchange without any organization or wholesome restrictions whatever there is no tax.

"The closing of the cotton exchanges demonstrated the necessity of the grain exchanges."

N. L. Moffitt, St. Louis: We do not ask the elimination of the tax, but only that we pay our fair share of it.

E. M. Wayne, Delavan, Ill.: I do not think the grain trade of the country should be the only line of business to pay a tax. The grain trade of the country is perfectly willing to pay its share of the war tax.

Geo. A. Aylsworth, Kansas City, Mo.: All grain men are willing to pay their fair share of the tax to maintain the government, but it is a question of fairness. Our business is of such a nature that all revenue acts hit us. We have to put a stamp on the Bill of Lading. The tax on checks will be more fair. None could object to that, as it would be a general tax. If grain is taxed there should be a tax on the milk handled by milk wagons, ice from ice wagons, deliveries of potatoes and of lumber.

Considering the volume of business in lumber and live stock, and the bank clearings, we can prove our tax is out of proportion. The grain men don't want to dodge anything, but I suggest that it should be reduced one-half.

Joseph Simons, 2d vice pres. Board of Trade: Canada, a country at war, does not tax grain transactions. We don't have to go very far in considering other lines of business to find that the grain trade is unjustly taxed.

E. P. Peck, Omaha, Neb., moved that the pres. and executive com'ite of the Council appoint a com'ite of not to exceed three to go to Washington and take up the war tax with the Ways and Means Com'ite of the House. *Carried. Adjourned.*

Later the Executive Com'ite met in Pres. Hoyt's offices and named C. H. Canby, Mr. Aylsworth and F. A. Hallett of Minneapolis to represent the Exchanges before the Ways and Means Com'ite.

Among those present were Mr. Hoyt, Mr. Canby, Mr. Wayne, Mr. Peck, Mr. Simons, Mr. Moffitt, Mr. Aylsworth, J. C. F. Merrill, sec'y Chicago Board of Trade; P. P. Donahue, of Milwaukee, Wis., F. G. Coe and W. J. McCabe, of Duluth, Minn.

The Executive Com'ite considered the coming 7th annual convention of the Council to be held at Chicago Jan. 20-21. The Com'ite has obtained Julius H. Barnes, of Duluth and New York, as a speaker on export problems at the convention.

Political Scale Inspection.

In accordance with the dictates of politics one of the grain dealers at Sac City, Ia., on Aug. 5, 1915, paid \$3 to the scale inspector employed by the State Dairy and Food Commission. In exchange for his money the dealer was given a receipt and an official scale inspection report showing that every part of the scale from pit to beam was in perfect condition.

Very soon after the inspection, however, the dealer noticed a shortage of 200 bushels in the handling of 16,000 bushels of corn, and being doubtful as to the correctness of his scale he consulted the manufacturers. At their request he took the device apart and shipped it to the company's Omaha branch for repairs and examination.

Their letter to the dealer, written after making an inspection of the scale, informed him that its condition was not quite as "good," "proper" or "correct" as the representative of the scale inspection dept had indicated in his report. In fact, the real condition of the scale was such as to warrant the apprehension of the inspector for accepting money under false pretenses.

The manufacturers found, among other things, that "the pivots of the scale were entirely worn out; the bearing feet had grooves cut into them as the result of rust and wear; the loops over the pivots were badly cut; the pin pivots were practically flat from rust and wear, and the scale was in all around very bad condition."

The maker concluded his letter by saying: "We should not have been surprised to learn that the scale inspector had condemned this scale as unfit for service. Had we made the inspection we certainly would have condemned it as unfit for service and recommended that the scale be refitted."

This is simply another argument for the separation of scale inspection and politics. The dealer is not only compelled to contribute the cost of the inspection, but he must bear the loss to his business occasioned by an incorrect scale. This, in the present instance, was the value of 200 bushels of corn, the interest on which amount would have paid for accurate inspections as long as the dealer remained in business. Is political inspection ever worth the money paid for it?

THE McCUMBER BILL for the federal inspection of grain was reintroduced into Congress on Dec. 13.

WINTER WHEAT, arriving at Liverpool, is reported to be in very bad condition, picks being used in some instances to get it out of the vessels.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Union Pac. 78684 passed thru Central City, Neb., Dec. 22, in extra eastbound train, leaking wheat badly at door.—Wm. Palmateer, agt. T. B. Hord Grain Co.

G. N. 124434 passed thru Stampede, N. D., Dec. 17, containing wheat. One side door was open and seal was broken.—Agt. St. Anthony & Dakota Elvtr. Co.

N. P. 26631 was set out at Spiritwood, N. D., Dec. 16, leaking wheat over drawbar. End of car and side in bad shape.—Agt. Occident Elvtr. Co.

C. B. & Q. 102437 passed thru Deer Trail, Colo., Dec. 16, leaking wheat badly.—F. J. Olson, vice-pres. Farmers Grain Co., Denver.

Penn. 17632 passed thru Almena, Kan., Dec. 14, via C. R. I. & P., leaking wheat on side.—M. S. Mellor, Mellor Grain Co.

N. P. 32700 passed thru Dayton, N. D., Dec. 14, leaking barley around drawbar.—Agt. Thorpe Elvtr. Co.

G. N. 10839 on track at Williston, N. D., Dec. 11, leaking wheat at side doorpost.—Agt. St. Anthony & Dakota Elvtr. Co.

G. N. 19328 passed thru Tintah, Minn., Dec. 10, with broken grain door; was leaking durum wheat badly.—Agt. St. Anthony & Dakota Elvtr. Co.

G. N. 14728, 15911, 204148, 128217 passed thru Wagner, Mont., Dec. 8, containing wheat; all showing end leaks.—Agt. St. Anthony & Dakota Elvtr. Co.

G. N. 207308 passed thru Petersburg, N. D.; Dec. 8, leaking barley at grain door; repaired by train crew.—Agt. St. Anthony & Dakota Elvtr. Co.

Soo 16282 passed thru Dogden, N. D., Dec. 7, leaking wheat at one end; and boards rotted off.—Farmers Elvtr. & Mercantile Co.

G. N. 16526 passed thru Woburn, N. D., Dec. 6, leaking wheat at one end; boards spread open.—B. G. Southall.

G. N. 220599 passed thru Battleview, N. D., Dec. 6, with one side door open.—Agt. St. Anthony & Dakota Elvtr. Co.

N. P. 34363 passed thru Oriska, N. D., Dec. 4, leaking barley at one end.—Agt. Andrews Grain Co.

Mil. 59140 passed thru Ismay, Mont., Dec. 4, leaking winter wheat at one end.—Agt. Columbia Elvtr. Co.

C. M. & St. P. 42986 passed thru Christina, Mont., Dec. 2, leaking wheat badly; doorpost shoved out. Conductor and myself stopped leak with burlap and sacks.—Frank McQuat, mgr. Farmers Elvtr. Co.

St. L. 2616 passed thru Onaka, S. D., Dec. 1, leaking oats at end around drawbar.—Agt. Pacific Elvtr. Co.

N. P. 46852 was left at Stirum, N. D., Dec. 1, with trucks smashed and considerable durum wheat on ground.—Farmers Elvtr. Co.

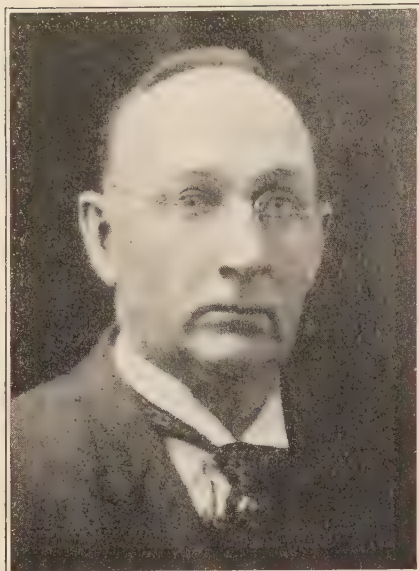
N. P. 27511 passed thru Bordulac, N. D., Dec. 1, leaning sideways badly on wheels and sills split underneath.—E. A. Roach.

N. P. 28539 passed thru Gackle, N. D., Nov. 30, leaving a trail of wheat from leak in the bottom.—North Dakota Elvtr. Co.

M. C. 27640 in yard at Revere, Minn., from Nov. 27 to 30, containing wheat; leak all along side of car.—Farmers' Elvtr. Co.

HUTCHINSON

BOARD OF TRADE



J. R. Baker, Rock Mill & Elevtr. Co., Pres.
Hutchinson Board of Trade.

With the production of wheat in Kansas steadily on the increase, with millions of acres still untouched, and with the milling industry showing a rapid growth, the grain trade of Hutchinson years ago began to improve its grain handling facilities and to provide the machinery necessary to support its aspirations to become one of the grain centers of the great Southwest. Practically all of the wheat acreage in the state is located on three railroads, the Santa Fe, Rock Island, or the Missouri Pacific, and with all of these roads serving the city it started with splendid transportation facilities advantageous to the accumulation and distribution of grain. Today, after five years of healthy growth, and with receipts increasing in proportion to the grain acreage and yield of the state, memberships in the Board of Trade are being held at \$2,000.

The trading hall is located on the eighth floor of the Rorabaugh-Wiley Bldg., the quarters being conveniently arranged for the needs of the exchange. The sales consummated since organization of the Board have averaged over 18,000 cars per year, with the prospects for a continued increase in receipts bet-

ter than ever before. The officers are J. R. Baker, the Rock Mill & Elevator Co., pres.; L. B. Young, the Kansas Grain Co., vice-pres.; H. M. Talcott, Goffe & Carkener, sec'y, and Eugene Hipple, treas.

THE INSPECTION DEPT is under the supervision of Ralph Russell. Probing is carefully done by deputies, and each sample, which is conscientiously inspected by Mr. Russell, is as near representative of the carload as it can be made. In explaining the work of his dept Mr. Russell says:

"All samples are taken as early in the day as possible. Each probe is carefully looked over to see that the grain is loaded evenly, then tryer is turned so that half of contents runs out through perforation and the balance poured direct into the sample bag, not pouring any part of the sample on the top of the car of grain as is usually done at most markets. Seven probes make a sample large enough of small grain to use a two-quart tester. I have little faith in small samples or small testers.

"After sample bag is filled, a card is placed in sample bearing first, if any visible leakage of grain, also car number, initial, consignee, whether infested by live weevil, tough, musty, sprouted, plugged, etc. Sample is brot to the office, poured into a spouted pan about one foot square and carefully examined. Sample is poured direct from sample pan into tester giving a fall of two inches above top of tester direct into center of bucket until it heaps and runs over. Then before bucket is moved it is stroked once with a zigzag motion with the tester beam so that all of the top inside edge of the tester is completely filled.

"All certificates are made in duplicate so the dealer may retain one copy, sending the other with invoice. We also make a leak slip in duplicate of all cars found leaking, furnishing one to consignee and one to Head Office at Kansas City, Kans., where it is placed on file.

"By taking a sample this way re-inspections are nearly always as the original, and no matter what a car grades after leaving Hutchinson. I feel that I have been careful enough to know that there was no mistake or error on any cars except those which may be liners of carloads that might be called either three or four wheat.

"It is almost necessary in an interior market like Hutchinson, Kans., where there is no use for wheat except for milling purposes, to hue to the line on a crop like 1915. This wheat is bought for no other purpose than for milling. A special grade for a year like 1915 would only make grief in the future when the country buyer must buy



H. M. Talcott, Goffe & Carkener, Sec'y
Hutchinson Board of Trade.

wheat that will come up to the rules as in the past.

"There being no inspection tracks or storage tracks at this point, it is necessary to bring samples in at all times of the day or meet each train coming in so samples may be taken about the time cars are weighed. If for any reason we are a little late in getting samples we find our cars setting over several miles of track or placed at different mills and elevators, so we are compelled to chase a switch engine until it is disabled or takes a siding for refuge on account of superior train.

"After taking every precaution it is almost as impossible to satisfy all concerned in the 1915 crop as it is for a negro to clean a hen house in the day time.

"Inspectors keep working the entire month and about the first of each month we receive a large envelope containing a large sheet of yellow paper. We sneak out into the corridor, examine it carefully and find that no matter how useless our services have been, we cannot be prosecuted for more than petty larceny. We rush home at night with our check, chase the wolf from the back door, deposit our check with the groceryman, have the balance carried over, extend our credit for another thirty days and feel thankful that mob law is unconstitutional.

"We go to bed at night and a night horse comes and nestles upon our breast. We dream of the time when our wives will inherit enough money so that we can become a country grain dealer and have a little white office by the railroad track next to a tin covered elevator and count our friends by the number of honest, consci-



No. 1, W. J. Lowe, John Hayes Grain Co.; 2, Paul Noble, Union Grain Co.; 3, R. B. Miller, Turon Mill & Elevator Co.; 4, J. E. Miller, Turon Mill & Elevator Co.; 5, L. B. Miller, Turon Mill & Elevator Co.



No. 6, J. B. McClure, J. B. McClure Grain Co.; 7, George Noll, Central Grain Co.; 8, John Hayes, John Hayes Grain Co.; 9, Paul Gano, Gano Grain Co.; 10, Ralph Russell, Chief Grain Inspector.

entious and satisfied farmer customers. Or become a broker and have a desk and telephone; or a solicitor with an expense account, a blonde lady stenographer with long golden tresses, bright blue eyes, a pug nose, dimples and pearly teeth; and become an octopus and insorb the income of the rural district. When I awake it makes me feel sad to learn that this is all a dream, and that the wolf is again sneaking towards my back door."

AMONG THE MEMBERS of the Hutchinson Board of Trade, with details of their equipment, are the following:

The J. B. McClure Grain Co., specializes in alfalfa, cane, milo maize, feterita, kafir and millet and has recently purchased a large warehouse which it will convert into a modern seed handling plant. The offices were moved to Hutchinson on July 1, 1915, from Ford, Kan., where an elevator is operated. J. B. McClure, owner and manager, was formerly located at Fowler, Kan., from which point he operated a line of six elevators. After six years in that business he sold out and spent the next two years in buying and selling carload shipments. For the last two years he has been a member of the Hutchinson Board of Trade and besides his grain company is interested in land.

L. H. Pettit, owner and manager of the L. H. Pettit Grain Co., obtained his start in the grain business at Kiowa, Kan., 14 years ago, being associated with the O'Neill-Kaufman Grain Co. Three years later the elevator was sold and the company moved to Greensburg, Kan., operating a line of five elevators for four years. The office was then moved to Hutchinson and the elevators sold. The Hutchinson elevator of the Rock Island Mill Co. was purchased and operated under the name of the Terminal Elevator Co., until 1911 when it was burned. Following the fire the company was dis-

solved and L. H. Pettit bot the interests and organized the firm of L. H. Pettit Grain Co. The company has been doing a general grain business, operating one elevator at Hooker, Okla., and one at Meade, Kan. In addition he is preparing to build a 25,000-bu. elevator at Plains, Kan. The elevator at Meade has 25,000-bus. storage, is iron clad and equipped with standard machinery thruout, including electric lighting system. The arrangement is convenient and the general appearance of the plant and office is clean cut. An 8-h.p. kerosene engine supplies power for an Invincible Grain Cleaner, Richardson Automatic Scale, and a man-lift. Under the management of Robert Wilson the house has handled its share of local wheat offerings, and the company expects to handle considerable kafir, milo and Indian corn, the latter making a good crop in southwestern Kansas.

The Union Grain Co. was organized at Hutchinson in April, 1914. Manager Paul Noble has been in the grain business for eight years, four of which were spent as manager of the Kinsley Milling Co., Kinsley, Kan. Mr. Noble now specializes in milling wheat.

The C. D. Jennings Grain Co. conducts a general receiving and shipping business in all kinds of grain and seeds. The manager, C. D. Jennings, also directs the operation of country elevators at Bucklin and Kingsdown, Kan.

The Rock Mill & Elevator Co. operates a 200,000-bu. capacity elevator on its own ground along the Santa Fe Ry. and 45 country stations. The company has been located in Hutchinson for 14 years, and enjoys a big trade in wheat, corn, oats, milo maize and kafir. Pres. J. R. Baker has been in the grain business in Kansas for 36 years and his business sagacity is

known thruout Kansas and neighboring states. He is now serving his second term as president of the Hutchinson Board of Trade. Geo. Gano is sec'y and treasurer of the Rock Mill & Elevator Co.

The Turon Mill & Elevator Co. operates a 250-bbl. mill at Turon for flour and corn products. Its own flour is sold under the "John R." brand, while a jobbing business is done in low grade flour as far south as old Mexico. In March of this year the offices were moved to Hutchinson, where the company is now comfortably located. The company consists of R. B. Miller, pres.; J. E. Miller, vice-pres., and L. B. Miller, sec'y and treas.

The Hutchinson Flour Mills Co. operates a 1,000-bbl. capacity mill and has been in the flour manufacturing business since 1885. Wheat, corn and rye products are manufactured on a large scale. Country stations are operated at Castle-ton, Whiteside, Darlow, Elmer and Medora, Kan., which together with its Hutchinson elevator gives the company storage capacity of 175,000 bus. The officers are J. W. Burns, pres.; L. B. Young, vice-pres.; Fred F. Burns, sec'y and mgr., and R. L. Burns, treas.

The John Hayes Grain Co. does a general cash grain, shipping and receiving business in wheat, corn, kafir and oats. John Hayes, the manager, has been in the grain business in Kansas for 10 years and since last June has had an office in Hutchinson. W. J. Lowe, formerly with B. Strong Grain & Coal Co., Conway Springs, Kan., is assisting Mr. Hayes in the merchandising end. An office at Winfield, Kan., is in charge of T. Harris.

The Central Grain Co. is owned and managed by Geo. Noll, who for six years operated at Wichita, under the name of the Independent Grain Co. He has been



No. 11, A. T. Harris, mgr. Winfield office of John Hayes Grain Co.; 12, L. H. Pettit, L. H. Pettit Grain Co.; 13, O. L. Sherwood, Bolin-Hall Grain Co.; 14, R. O. Yates, Sylvia Milling Co.; 15, G. C. Hipple, Hugoton Elevator & Whse. Co.; 16, C. D. Jennings, C. D. Jennings Grain Co.

doing business at Hutchinson for the last four years as the Central Grain Co., specializing in milling and export wheat. Mr. Noll bears the distinction of being the tallest grain dealer in Hutchinson, and affirms that he tries to get the longest prices for consignments.

The Gano Grain Co. has been at its present Hutchinson location for four years. The company, which is managed by Paul Gano, is so well equipped as to render satisfactory service for an ever-increasing number of consignments.

The Hugoton Elevator & Warehouse Co., moved its headquarters from Hugoton to Hutchinson 18 months ago. It is incorporated for \$25,000, with the following officers: Chas. Summers, pres.; Lee Larabee, sec'y and treas., and G. C. Hipple, manager. Elevators are operated at Hugoton, Rolla, Elkhart, Montezuma, Moscow and Copeland, Kan., in the kafir and milo maize district, placing the company in a position to make immediate shipments on orders for that grain. Wheat, corn, oats, and broom corn is also handled in large quantities.

The Kansas Grain Co. has been located at Hutchinson more than 20 years and operates a 200,000-bu. capacity elevator on the Santa Fe Ry. Officers of the company are L. B. Young, pres., and R. W. Vance, sec'y. Mr. Young is the present treasurer of the Hutchinson Board of Trade. The elevator provides 100,000 bus. of wood storage and a similar amount in four concrete bins built two years ago. All grain is weighed on track scales, regularly tested by the Western Weighing Ass'n and the Santa Fe Ry. Besides the elevator at Hutchinson this company also operates 20 country stations. The office is a homelike structure, 30x40 feet, surrounded by shrubbery and trees.

The Sylvia Milling Co. operates a 275-bbl. capacity mill at Sylvia, Kan., where it also has a 75,000-bu. capacity elevator. M. E. Hinman is in charge. The headquarters were moved to Hutchinson in June, 1915. R. O. Yates, manager of the mill and of the Hutchinson office, is thus more centrally located and better equipped to handle his increasing grain, feed and flour business. He gives consignments special attention.

The Bolin-Hall Grain Co. operates country elevators at Spivey, Zenda, Nashville, Isabel, Cullison and Liberal, Kan., and at Hooker, Tyrone and Forgan, Okla. A 15,000-bu. elevator will be erected at Beaver, Okla., which is soon to have a railroad extension from Forgan. The company specializes in hard wheat, kafir and milo maize. The officers are J. R. Bolin, pres., and R. Hall, vice-pres., both of whom reside at Liberal. O. L. Sherwood, sec'y-treas. and manager, resides in Hutchinson and is in charge of the office.

The Larabee Flour Mills Co. operates a large modern mill in Hutchinson with a daily grinding capacity of 2,000 bbls. of "Larabee's Best" flour. Storage consists of three steel tanks of 50,000-bu. capacity each, 11 concrete tanks of 50,000-bu. capacity each and five interspace of 12,000-bu. capacity each, or a total storage of 760,000 bus. The company also operates the Empress Mill of 600-bbls. capacity at Stafford, Kan., and the Southern Mill of 1,000-bbls. capacity at Clinton, Mo. Officers are F. D. Larabee, pres.; Aug. J. Bulte, vice-pres., and F. S. Larabee, sec'y and treas. M. L. Van Metre is in charge of the grain dept.

Goffe & Carkener, whose headquarters are at Kansas City, operate a private wire and furnish the continuous market quotations in the trading room of the Board of Trade. Harry M. Talcott, the manager, is also sec'y of the Hutchinson Board of Trade. His services as sec'y are much appreciated as is evidenced by the fact that he has been the sec'y for five years.

CANADA has prohibited the exportation of hay except to Great Britain and allied countries, cutting off the large quantities which have been shipped the United States.

STUDIES OF ETIOLOGY of pellagra are reported in Gior R. Soc. Ital. Ig. 36, 1914, experiments having been conducted with mice. These were fed sterilized maize, maize infected with pathogenic bacteria and maize containing toxic products of nonpathogens. Results indicated that toxic substances in maize produce pellagra.

Sulfer an' Molasses.

[Continued from Page 923.]

same class, and Ed felt his father was wrong. He followed him into the office.

Being loath to cross his father, Ed was somewhat relieved when a young man on horseback swung in at the driveway. He immediately recognized an old school-mate, now employed as community adviser, veterinary and hog specialist by the farmers of surrounding townships. He rushed out to greet him.

"Had to kill the Smith herd this morning, Ed," was his opening bit of news, "and the pesky hogs are showing the symptoms, too. If the disease spreads much more the whole county will be subject to a foot and mouth quarantine. You're just outside the new line now, and I hope it won't be necessary to tag your plant."

"I wish we could find a cure for the plague, or don't you suppose it will be possible some time to find even a preventive?"

"Hardly. It's so contagious that the sparrows hopping around on the infected farms are likely to carry it to the cattle pens on adjoining property."

The Smith farm was some five miles from the Davis elevator, but the possibility of a spread caused Ed and his father many anxious moments during the next few days. Shipments of off color oats were rushed to market as fast as cars could be obtained. Most of those shipments graded sample. Late in November only 5,000 bushels of oats, with a small amount of new corn, remained in the bins. It looked as tho all of the Davis grain would get to market before the quarantine fell, even if it brot ruinously low prices, when one morning Ed's veterinary friend jumped from his horse at the door of the office. There was no hesitancy about breaking the news. The elevator was completely hemmed in by the quarantine, and two government inspectors would arrive within an hour to inspect the cattle, which Ed and his father were fattening for Christmas shipment.

The condition of the live stock was apparently satisfactory to the emissaries



"That German Mill" of the Larabee Flour Mills Co., Hutchinson, Kan.

of the government, but strict orders were given to import no feed or hay.

With plenty of time on his hands, Joe Davis made a hobby of caring for the cattle and making needed repairs about the elevator, while Ed, who felt keenly the loss of at least the next month's business, devoted himself to hunting and trapping along a nearby river. His expeditions netted very little game, but he was satisfied to have something to do and his father did not discourage him from staying away from business. Joe treated his son a good deal on the order of the returned prodigal; tho perhaps a trifle strict at times, he had a love for the youth seldom seen in men. A year before Ed decided to see the white lights of the city and without bidding either his father or mother farewell, had departed, leaving both broken-hearted. But while the path in the city was even whiter than he had expected, it did not lead to success, and after six months of the brightness he returned to the old homestead, sad tho experienced, and with an esteem for his parents and the old town which could never be erased. Knowing that his conversion was thoro, Joe at once added the "and Son" to the Davis sign and stationery, and the mother wept with joy. It now did the old gentleman good to see his son once more keen for the country sports which he had taught him as a child.

Returning with his gun one evening in early December, Ed stamped the snow from his feet and entered the house. He tried to answer his mother's greeting, but was so hoarse he could utter no sound. His throat, too, was sore and swollen, and the good old-fashioned mother ordered him to bed after a gargle with bluing and a plentiful dose of sulfur and molasses, to strengthen the blood against a possible fever.

For the next week Mrs. Davis busied herself with nursing Ed back to health, meanwhile forcing plentiful doses of the home-made tonic into her husband. "Lan' sakes," she would say, as he protested against taking the stuff, "ain't it bad enuff to have one o' the men folks in bed 'thout takin' chances on you. Here now,

swaller this." And he would gulp in obedience, tho with the thots of a spanked schoolboy in his mind.

Thru the careful nursing of his mother, and the periodical, tho disagreeable doses of her remedies, Ed was on his feet again within a week. Unable to resume his outdoor life at once, he spent much time at the window overlooking the elevator and its adjoining cattle pens. He watched with interest the movements of his father as he went about the routine work of mixing feed, and bedding the pens. Ed noticed his father was perhaps a little careless about spilling more of the feed than was necessary, and once tho he saw him deliberately throw a quantity on the ground, only to have it trampled under foot by the steers. This annoyed him, but he said nothing.

On their next visit the inspectors had startling news for the Davis company. The Johnson farm, across the tracks from the elevator, had been reached by the plague, and the Government men considered it a matter of course that the Davis cattle, if not already showing the symptoms, would quickly develop them. Ed was frantic. Intuition told him that the loss of the Christmas shipment would permanently cripple the company. He and his father would be reimbursed to a small extent by the government, but this would amount to nothing, comparatively. The Davis cattle were among the finest to be purchased in the county, and that they were thriving on the diet prepared daily by Joe was evident from the round-bellies.

The week of suspense passed, tho to Ed it seemed funereally slow. To the surprise of all, but especially to the inspectors, the Davis live stock again passed muster. Instead of waning appetites and increased thirst they seemed to have gone wild over their owner's "cooking." The mystified government men were still skeptical and promised to come for the killing the following week. Meantime the Johnson cattle had been killed and their carcasses, with large quantities of lime, buried into a long deep trench back of the barn. Similar action in other parts of the county had practically eradi-

cated the plague and all that maintained the quarantine within a five-mile radius of the elevator was the possibility of contraction by the Davis stock.

Ed dared not hope that the cattle would escape. The next seven days dragged even more than the preceding week. He had long since given up his hunting, fearing that he might carry the deadly germs to the property, and with nothing in particular at which to busy himself the wait seemed unending. As his father refused to let him assist in the care of the cattle he helped his mother about the house.

On the morning which terminated the week Ed was at the pens bright and early. So were the inspectors. After the most severe examination in which no symptoms were brot out, Joe and his son were congratulated and the quarantine lifted. That was Monday morning of Christmas week, with the holiday just three days off. With the assistance of their freight agent friend all of the stock, five carloads, left for market in the afternoon and the family of three breathed easier than for a month past.

As predicted by Ed, the loss of the month's business in grain, added to the generally poor crops harvested, had made a big dent in the company's finances. This was the topic of discussion between the two partners the day before Christmas. Both had known for several years that a side line of building material would bring in considerable revenue, but for lack of funds that dep't had never been added.

The conversation was interrupted by the postman, who with a "Merry Christmas" greeting, dropped a letter in the box at the driveway, and with a wave of the hand, hurried along.

"Bet it's a check, Ed," said the father, returning from the box, with an envelope bearing the return address of the Union Stock Yards, "and say, it's a whopper, looky here." He handed Ed the slip of paper, authorizing payment of \$9,320 for 80 steers. After a brief silence, he added: "It's yours, son, yours and mother's. A Christmas gift from the old man."

The son, with a recollection of the



Elevator and Storage Bins of the Kansas Grain Co., Hutchinson, Kan. (See page 932.)

many happenings of the last year, looked up in surprise, tho none the less happy over so much money. He saw, as in a vision, the addition of not one, but many side lines to the company, and perhaps an auto for his mother. But he was inquisitive. "Why this, father?"

"Well, I'll tell ye; if it hadn't a been for you 'n your mother them cattle o' ourn would have gone the way o' Johnson's. But you maybe recollect catchin' cold that day about a month back an' your good old mother feedin' you, an' me, too, on some o' her home-made remedies, sprucin' up our blood to withstand a fever? Now, I ain't a sayin' it did me a mite o' good, but somehow the next day I feels fine. Got to thinkin' the next night that if it was so gol durn'd good fer me it might help the cattle some, so while you was sick abed I quit makin' feed o' corn an' used your sulfured, I mean purified, oats. After mixin' with molasses for a binder, I gives the whole mixture another helpin' o' sulfur. Now I ain't a sayin' it did the cattle a mite o' good, but here's the check.

"An' here's another pretty interestin' letter that come in the same mail. You read it Ed, and read it loud, so's I can hear it agin." The boy read:

"To the members of the Central States Grain Dealers Ass'n: A telegram received today from Washington authorizes the use of sulfur in improving the condition of oats, so long as its use is not made the basis for fraud, and providing the grain contains no more moisture when shipped, than it had before the sulfuring. John B. Adams, Sec'y."

Joe Davis, seeing that Ed was too happy to speak, and wanting to break the silence, said: "Looky here, boy, it's not

so very late; supposin' you trot into the elevator and get the tower goin'; we ought to sulfur, or I mean purify, that 5,000 bushel o' oats we got left. The batch you purified a month back is all used up."

FOR MOISTURE in corn over or under 30 per cent the Douglas Co., in its bids, has arranged a premium or discount of $\frac{5}{8}\text{c}$ for each 1% of moisture.

WE FIND the Grain Dealers Journal a very valuable paper in our business, and get a great deal of educational matter from it.—West Bros. Grain Co., Manteno, Ill.

TESTIMONY in the suit by the Consolidated Stock & Grain Exchange, to force the Western Union Telegraf Co. to supply ticker service from the New York Stock Exchange and Chicago Board of Trade was heard recently at Buffalo by A. W. Lytle, acting as Commission for the Pennsylvania Courts.

THE LARGE SURPLUS of wheat in Argentina and Australia will do Europe very little good unless the vessel situation is altered. With European owned ships making three trips between the United States and Europe in the time required for a single trip to the southern hemisphere, United States wheat is given the preference.

BRITISH GOVERNMENT has ruled that during January, February and March all tramp steamers loading grain at Canadian or American ports must carry 75% wheat. Liners must carry 50% of dead weight capacity wheat or wheat and flour, subject to requirements of space for munitions.

The Grain Grades Act.

The Grain Grades Act, introduced in the last Congress by Congressman Moss of Indiana and endorsed by the different grain trade organizations, has been slightly changed and again introduced in the House of Representatives by the same man. It is now known as H. R. 4646 and provides as follows:

A BILL for securing the uniform grading of grain, preventing deception in transactions in grain, and regulating traffic therein, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act shall be known by the short title of the "Grain Grades Act."

Sec. 2. That the Secretary of Agriculture is hereby authorized to investigate the handling, grading, and transportation of grain and to fix and establish as soon as may be after the enactment hereof standards of quality and condition for corn (maize), wheat, rye, oats, barley, flaxseed, and such other grains as in his judgment the usages of trade may warrant and permit. In promulgating the standards the Secretary shall specify the date or dates when the same are to become effective, and shall give public notice, not less than sixty days in advance of such date or dates, by such means as he deems proper.

Sec. 3. That the standards so fixed and established shall be known as the official grain standards of the United States.

Sec. 4. That whenever standards shall have been fixed and established under this Act for any grain no person thereafter shall ship or deliver for shipment from any State, Territory, or District to or through any other State, Territory, or District, or to any foreign country, any such grain which is sold or offered for sale by grade unless the grade by which it is sold or offered for sale be one of the grades fixed therefor in the official grain standards of the United States, and the grain shall have been inspected and graded by an inspector licensed under this Act, and the grain conforms to the standard fixed and established for the specified grade: Provided, That any such grain not sold or offered for sale by



Elevator and Steel Storage Tanks of the Rock Mill & Elevator Co., Hutchinson, Kan. (See page 932.)

grade may be sold, offered for sale, shipped, or delivered for shipment by sample or by type, or under any name, description, or designation which is not false or misleading, and which name, description, or designation does not include in whole or in part the terms of any official grain standard of the United States: Provided further, That any such grain sold or offered for sale by one of the grades fixed therefor in the official grain standards may be shipped to or through any place at which such an inspector is located, subject, under such rules and regulations as the Secretary of Agriculture shall prescribe, to be inspected at the place to which shipped, or at the place through which shipped for inspection, and subject further to the right of appeal from such inspection, as provided in section six of this Act: And provided further, That any such grain sold or offered for sale by any of the grades fixed therefor in the official grain standards may, upon compliance with the rules and regulations prescribed by the Secretary of Agriculture, be shipped without inspection from a place at which there is no inspector licensed under this Act to a place at which there is no such inspector, subject to the right to refer any dispute as to the grade of the grain to the Secretary of Agriculture, who may determine and certify the true grade thereof: And provided further, That variations from the official grain standards may be permitted under such rules and regulations as the Secretary of Agriculture shall prescribe. No person shall in any certificate or in any contract or agreement of sale or agreement to sell by grade, either oral or written, involving, or in any invoice or bill of lading or other shipping document relating to, the shipment or delivery for shipment, in interstate or foreign commerce, of any grain for which standards shall have been fixed and established under this Act describe, or in any way refer to, any of such grain as being of any grade other than a grade fixed therefor in the official grain standards of the United States.

Sec. 5. That no person shall certify or otherwise represent that any grain which has been shipped or delivered for shipment in interstate or foreign commerce is of a grade fixed in the official grain standards unless the same conforms to the standard fixed therein for that grade, or is within the variations from that grade permitted by the rules and regulations prescribed by the Secretary of Agriculture under section four of this Act; and the Secretary of Agriculture is authorized to cause examinations to be made of any grain for which standards shall have been fixed and established under this Act, and which has been certified to conform to any grade fixed therefor in such official grain standards, or which has been shipped or delivered for shipment in interstate or foreign commerce. Whenever, after opportunity for hearing is given to the owner or shipper of the grain involved, and to the inspector thereof if the same has been inspected, it is determined by the Secretary that any quantity of grain has been incorrectly certified to conform to a specified grade or the authorized variations therefrom, or has been sold or offered for sale under any name, description, or designation which is false or misleading, he may publish his findings.

Sec. 6. That whenever standards shall have been fixed and established under this Act for any grain and any quantity of such grain which has been sold, offered for sale, shipped, or delivered for shipment in interstate or foreign commerce shall have been inspected and a dispute arises as to whether the grade as determined by such inspection of any such grain in fact conforms to the standard of the specified grade, any interested party may appeal the question to the Secretary of Agriculture, and the Secretary of Agriculture is authorized to cause such investigation to be made and such tests to be applied as he may deem necessary and to determine the true grade: Provided, That any appeal from such inspection to the Secretary of Agriculture shall be taken before the grain leaves the place where the inspection appealed from was made and before the identity of the grain has been lost, under such rules and regulations as the Secretary of Agriculture shall prescribe. In such cases the Secretary of Agriculture shall charge and assess, and cause to be collected, reasonable fees in amounts to be fixed by him. All such fees shall be deposited and covered into the Treasury as miscellaneous receipts. The findings of the Secretary of Agriculture as to grade, made after the parties in interest have had opportunity to be heard, shall be accepted in the courts of the United States in all suits between such parties, or their privies, as prima facie evidence of the true grade of the grain determined by him at the time and place specified in the findings.

Sec. 7. That no person authorized or employed by any State, county, city, town, board of trade, chamber of commerce, corporation, society, or association to inspect or grade grain shall certify, or otherwise state or indicate in writing, that any grain which has been inspected or graded by him, or by any person acting under his authority, is of one of the official grades of the United States, unless he holds an unsuspended and unrevoked license issued by the Secretary of Agriculture authorizing him to inspect and grade grain for interstate and foreign commerce. The Secretary may issue a license to any person upon presentation to him of satisfactory evidence that such person is competent to inspect and grade grain: Provided, That in States which have State grain inspection established by law the Secretary of Agriculture may, in his discretion, issue licenses to persons duly authorized and employed to inspect grain under the laws of such states. Any such license may be suspended or revoked whenever the Secretary of Agriculture is satisfied that the holder thereof has failed to grade grain correctly, in accordance with the official grain standards of the United States, or has violated any provision of this Act or of the rules and regulations made thereunder, or that the license has been used for any improper purpose whatsoever.

Sec. 8. That the Secretary of Agriculture shall, from time to time, make such rules and regulations as he may deem necessary for the efficient execution of the provisions of this Act.

Sec. 9. That every person who shall violate any provision of this Act shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined not ex-

ceeding \$200 for the first offense and for each succeeding offense not exceeding \$1,000.

Sec. 10. That every person who forcibly assaults, resists, impedes, or interferes with any officer or employee of the United States Department of Agriculture in the execution of any duties authorized to be performed by this Act or the rules and regulations made hereunder shall, upon conviction thereof, be fined not less than \$100 nor more than \$1,000, or be imprisoned not less than one month nor more than one year, or be punished by both such fine and imprisonment.

Sec. 11. That the word "person" wherever used in this Act shall be construed to import the plural or singular, as the case demands, and shall include individuals, corporations, companies, societies, and associations. When construing and enforcing the provisions of this Act, the act, omission, or failure of any official, agent, or other person acting for or employed by any corporation, company, society, or association within the scope of his employment or office shall, in every case, also be deemed the act, omission, or failure of such corporation, company, society, or association, as well as that of the person.

Sec. 12. That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$125,000, which shall be available until expended, for the expenses of carrying into effect the provisions of this Act, including rent and the employment of such persons as the Secretary of Agriculture may deem necessary in the city of Washington and elsewhere.



The Terminal Elevator at Hutchinson, Kan. (See page 932.)

Prices and Shrinkage of Grain.

An owner of grain, whether he is a grower or a country buyer, finding himself in a position to hold the grain an indefinite length of time, always is confronted by the question, "Will it pay me to hold; and when should I sell?" The question is complicated by its division into separate problems, having no connection, the annual course of market prices and the usual loss in weight when grain is kept in store for many months.

The country buyer usually dismisses the possibility of profit or loss due to change in prices by making an immediate contract for future delivery with a buyer or broker who hedges the transaction upon the Board of Trade; and the farmer sometimes does so by contracting his grain with the local buyer.

As storage is cheaper on the farm or at the country elevator than at the terminal markets the correct economic principle is to keep the grain on the farm as long as possible. Thus the farmer becomes deeply interested in the price fluctuations and the grain dealer in the loss due to evaporation of moisture, ratage, waste and deterioration.

A valuable guide on when to sell has been compiled by W. L. Burlison and O. M. Allyn of the University of Illinois Agricultural Experiment Station and published as Bulletin No. 183. The authors found that the lowest price for corn, based on an average of the ten years, 1904-1913, for the Chicago market, was in January; the highest was in August. During the months of May and June the price was stationary. After August the price declined rather rapidly until January. Beginning with January, and except during May and June, the price advanced until August at about the same rate as it had previously declined.

In chart 1 herewith are shown the average monthly price and average monthly percentage of total annual receipts of corn for the ten years, 1904-13; also price and percentage receipts for the previous 20 years.

The monthly percentage of the total annual receipts for the same ten-year period declined gradually from January to April, and increased in May and June. From July to November the receipts were somewhat low, except for September, but they were higher from December to March. They were almost as great in September as in June, the month of highest percentage receipts.

It must be evident that if the average price of corn did not increase from January to August, the farmer would lose to the extent of the shrinkage on all corn held.

In 1903 the Illinois Station began an experiment to determine the rates of shrinkage of ear corn. Each year about 300 bus. of corn was hauled direct from the field and placed in an open crib, protected by tight roof and by slat sides, where it was left until the next crop was gathered. Four times each month the crib and its contents were weighed to determine the shrinkage. The average of the four weighings was taken as the monthly average from which to compute the shrinkage of the corn. The results are presented in table 1 herewith.

The months of maximum shrinkage were found to be April, May, and June. After January there was a gradual increase in the shrinkage rate until May, and from that point on there was a decided decrease. The corn reached its minimum weight in August.

After November there is no month for which the price increases sufficiently to

compensate for shrinkage. In fact, the price decreases until January. If, however, January or February is taken as a base, prices being lowest during those months, then the increase in price during the succeeding months, up to but not including October, more than compensates for shrinkage alone.

To facilitate finding the price per bushel necessary each month to compensate for shrinkage when holding corn which ranges in price from 40 to 80 cents per bushel as an average for November, table 6 herewith has been constructed.

WITH WHEAT, the times of lowest average price correspond closely to the times of largest average receipts; the

highest average prices with the months of lowest average receipts.

With oats, also, the months of lowest average price correspond closely to the months of highest receipts.

The prices for barley during the last ten years, and for rye during the periods 1904-1913 and 1885 to 1903, show a marked tendency to decrease in anticipation of increased receipts, which is not the case, as a rule, with corn, wheat, and oats. With the exception of the summer months, the tendency in the prices and receipts for barley and rye is about the same as for corn, wheat and oats; that is, when the receipts are relatively high, the prices are low, and vice versa.

TABLE 1. AVERAGE SHRINKAGE OF CORN.

(Expressed in percentage)

Month	1903	1905	1906	1907	1909	1910	1911	1912	1913	Average to date	Monthly average
Nov...	.8	2.5	1.06	(-.07)	1.81	....	1.87	....	....	1.33	...
Dec...	3.2	5.5	2.82	2.18	4.54	1.17	5.01	1.65	....	3.26	1.93
Jan...	4.5	6.7	3.32	4.52	4.80	2.70	6.76	2.98	1.13	4.16	.90
Feb...	5.6	8.6	4.88	6.30	6.45	3.83	7.48	3.90	2.28	5.48	1.32
Mar...	6.9	8.5	7.25	9.35	9.19	6.94	7.58	5.01	1.85	6.95	1.47
Apr...	11.1	10.0	10.48	12.37	13.53	8.73	11.44	7.19	5.06	9.99	3.04
May...	15.4	13.6	11.86	13.76	13.74	12.41	17.10	11.17	8.85	13.10	3.11
June...	17.9	14.2	13.20	16.79	15.69	15.14	20.31	13.16	11.25	15.29	2.19
July...	19.0	15.3	14.12	18.02	15.71	16.78	20.31	13.62	12.52	16.15	.86
Aug...	20.2	15.1	14.78	19.00	15.56	16.92	21.17	13.51	13.26	16.61	.46
Sept...	19.8	15.2	15.18	20.10	14.77	15.42	21.28	13.70	12.06	16.39	(-.22)
Oct...	19.8	...	15.52	20.55	14.91	14.70	21.64	12.23	13.03	16.54	.15
Nov...	19.9	...	15.10	20.16	15.41	14.74	21.58	11.16	12.38	16.30	(-.24)
Dec...	...	...	...	...	...	...	...	10.09	....	...	...

¹With the exception of 1904 and 1908, for which data are unavailable.

TABLE 6.—CORN: PRICES NECESSARY EACH MONTH TO COMPENSATE FOR SHRINKAGE

(Cents per bushel based on November price)

November price	To compensate for shrinkage, the price should be:										
	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.
40	40.5	41.3	41.7	42.3	43.0	44.4	46.0	47.2	47.7	48.0	47.8
41	41.6	42.4	42.8	43.4	44.1	45.6	47.2	48.4	48.9	49.2	49.0
42	42.6	43.4	43.8	44.4	45.1	46.7	48.3	49.6	50.1	50.4	50.2
43	43.6	44.4	44.9	45.5	46.2	47.8	49.5	50.8	51.3	51.6	51.4
44	44.6	45.5	45.9	46.6	47.3	48.9	50.6	51.9	52.5	52.8	52.6
45	45.6	46.5	47.0	47.6	48.4	50.0	51.8	53.1	53.7	54.0	53.8
46	46.6	47.6	48.0	48.7	49.4	51.1	52.9	54.3	54.9	55.2	55.0
47	47.6	48.6	49.0	49.7	50.5	52.2	54.1	55.5	56.1	56.4	56.2
48	48.6	49.6	50.1	50.6	51.6	53.3	55.2	56.7	57.2	57.6	57.4
49	49.7	50.7	51.1	51.3	52.7	54.4	56.4	57.8	58.4	58.8	58.6
50	50.7	51.7	52.3	52.9	53.7	55.5	57.5	59.0	59.6	60.0	59.8
51	51.7	52.7	53.2	54.0	54.8	56.7	58.7	60.2	60.8	61.2	61.0
52	52.7	53.8	54.3	55.0	55.9	57.8	59.8	61.4	62.0	62.4	62.2
53	53.7	54.8	55.3	56.1	57.0	58.9	61.0	62.6	63.2	63.6	63.4
54	54.7	55.8	56.3	57.1	58.0	60.0	62.1	63.7	64.4	64.8	64.6
55	55.7	56.9	57.4	58.2	59.1	61.1	63.3	64.9	65.6	66.0	65.8
56	56.8	57.9	58.4	59.2	60.2	62.2	64.4	66.1	66.8	67.2	67.0
57	57.8	58.9	59.5	60.3	61.3	63.3	65.6	67.3	68.0	68.4	68.2
58	58.8	60.0	60.5	61.4	62.3	64.4	66.7	68.5	69.2	69.6	69.4
59	59.8	61.0	61.6	62.4	63.4	65.5	67.9	69.6	70.4	70.8	70.6
60	60.8	62.0	62.6	63.5	64.5	66.7	69.0	70.8	71.6	72.0	71.8
61	61.8	63.1	63.6	64.5	65.6	67.8	70.2	72.0	72.7	73.2	73.0
62	62.8	64.1	64.7	65.6	66.6	68.9	71.3	73.2	73.9	74.3	74.2
63	63.8	65.1	65.7	66.7	67.7	70.0	72.5	74.4	75.1	75.5	75.3
64	64.9	66.2	66.8	67.7	68.8	71.1	73.6	75.6	76.3	76.7	76.5
65	65.9	67.2	67.8	68.8	69.9	72.2	74.8	76.7	77.5	77.9	77.7
66	66.9	68.2	68.9	69.9	70.9	73.3	75.9	77.9	78.7	79.1	78.9
67	67.9	69.3	69.9	70.9	72.0	74.4	77.1	79.1	79.9	80.3	80.1
68	68.9	70.3	71.0	71.9	73.1	75.5	78.3	80.3	81.1	81.5	81.3
69	69.9	71.3	72.0	73.0	74.2	76.7	79.4	81.5	82.3	82.7	82.5
70	70.9	72.4	73.0	74.1	75.2	77.8	80.6	82.6	83.5	83.9	83.7
71	72.0	73.4	74.1	75.1	76.3	78.9	81.7	83.8	84.7	85.1	84.9
72	73.0	74.4	75.1	76.2	77.4	80.0	82.9	85.0	85.9	86.3	86.1
73	74.0	75.5	76.2	77.2	78.5	81.1	84.0	86.2	87.1	87.5	87.3
74	75.0	76.5	77.2	78.3	79.5	82.2	85.2	87.4	88.3	88.7	88.5
75	76.0	77.5	78.3	79.3	80.6	83.3	86.3	88.5	89.4	89.9	89.7
76	77.0	78.6	79.3	80.4	81.7	84.4	87.5	89.7	90.6	91.1	90.9
77	78.0	79.6	80.3	81.5	82.8	85.5	88.6	90.9	91.8	92.3	92.1
78	79.1	80.6	81.4	82.5	83.8	86.7	89.8	92.1	93.0	93.5	93.3
79	80.1	81.7	82.4	83.6	84.9	87.8	90.9	93.3	94.2	94.7	94.5
80	81.1	82.7	83.5	84.6	86.0	88.9	92.1	94.4	95.4	95.9	95.7

It may be said that wheat and oats shrink comparatively little after the grain has gone thoroly thru the sweat. Where small grain is stored in large elevators, it is estimated that the shrinkage runs from 1 to 2 per cent in six months. The chief causes of shrinkage of wheat and oats stored on the farm are rats, mice and granary insects. When small grains are held over from threshing time until the following year, one may count very safely, under normal conditions, on a shrinkage of not more than 1 or 2 per cent; and when the grain is very dry when threshed, the subsequent gain by absorp-

tion of moisture in damp weather may amount to as much or more than the normal shrinkage.

The fact that grains fluctuate in weight according to the temperature and humidity of the atmosphere is brought out by a study of experiments.

Hilgard, of California, found that when wheat and oats were placed in air saturated with moisture, the gain in weight at 64.4° F. was as follows: Oats, 19.8% (18 days); wheat, 18.8% (14 days). The increase in all cases was very rapid at first; in fact, half the total increase occurred during the first 24 hours. After

that, the rate of absorption decreased slowly until the 13 or 14th day, when a sudden increase occurred, due to growth of mold on the grains.

Sanborne found that even in the dry climate of Utah, wheat gained slightly in weight during winter storage.

Harris and Thomas report that, contrary to popular opinion, there is a gain of 2½ to 4½%, instead of a loss, in the weight of small grain, like wheat and oats, during the fall after harvest. They found that in every case the grain weighed less at threshing time than at any other time, and that there was a gain in weight during the winter and a loss during the summer. While these data may not apply to Illinois conditions, they show that small grains which may be very dry when threshed, take up moisture thereafter, if the humidity is high, thus gaining in weight.

The average gain by holding wheat is found to be 12.6c per bu. and by holding oats 5c per bu., assuming that instead of selling after threshing in August the grain is held until the following May. The 10-year average price of wheat for August was 92.3, and the price necessary to compensate for an average shrinkage of 1.5% was 93.7, while the 10-year average May price was \$1.063. For oats the average August price was 37.8, and the average May-June price, 43.4c.

In chart 2 herewith are shown the average monthly price and average monthly percentage of total annual receipts of wheat for the 10 years, 1904-13; also price and percentage receipts for the previous 20 years.

Considering the 10-year period, it would seem to be profitable, so far as shrinkage alone is concerned, to hold small grain until the time of highest prices; but there are other factors, such as conveniences in making delivery, condition of roads, cost of labor and storage, losses by rats and mice, and by insects (weevil, etc.), so local in character that only the individual farmer can give them proper consideration.

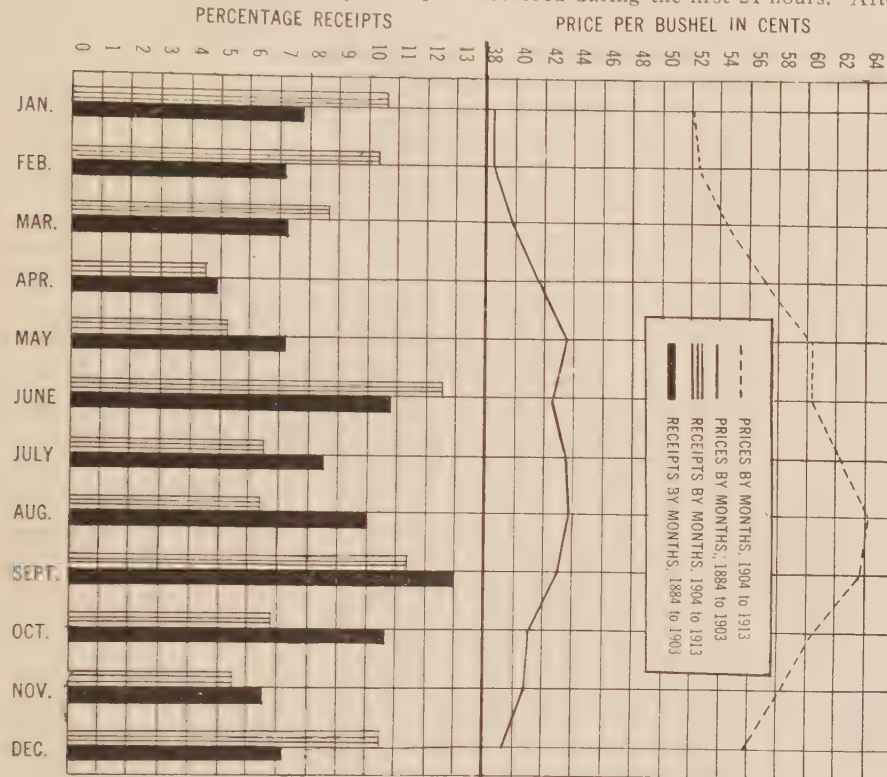


Chart 1.—Average monthly price and percentage receipts of Corn.

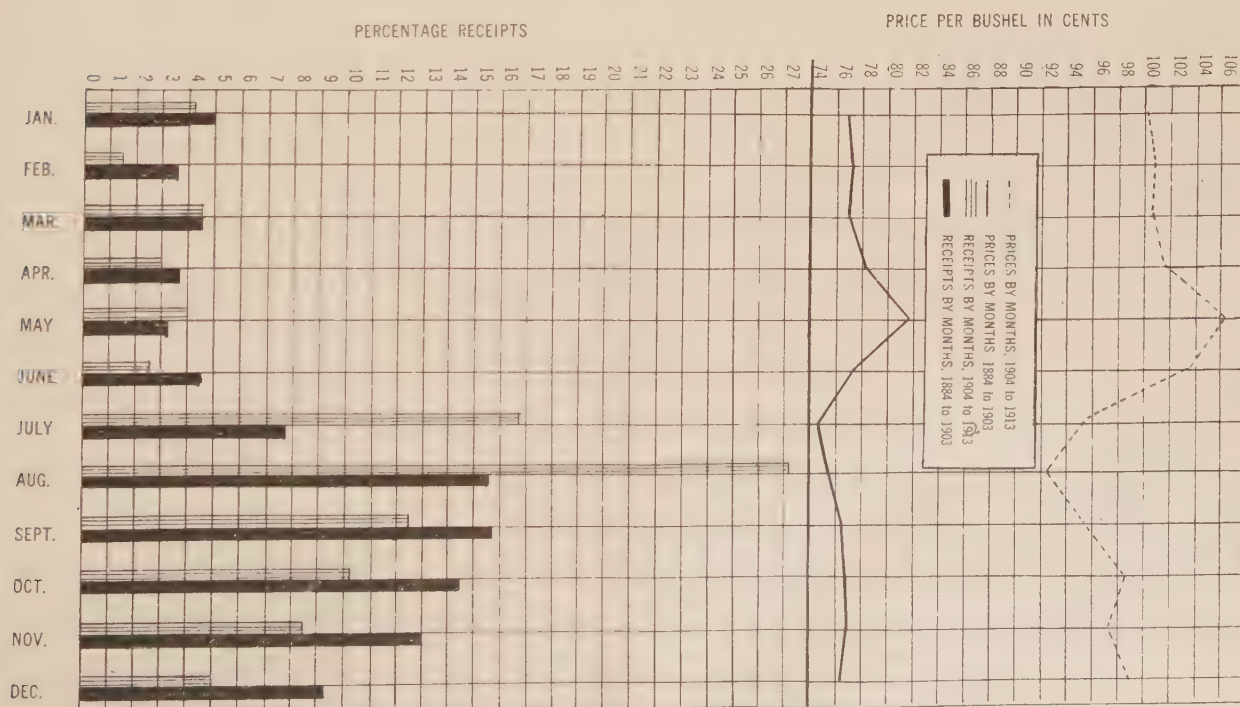


Chart 2.—Average Monthly Price and Percentage Receipts of Wheat.

Meeting Nebraska Farmers Grain Ass'n.

The 13th annual convention of the Nebraska Farmers Co-operative Grain & Livestock Ass'n was called to order at 2 p. m., Dec. 15, 1915, at the Rome Hotel, Omaha, Neb., by Pres. Canaday.

H. P. Fleharty welcomed the dealers to Omaha on behalf of Mayor Dahlman.

Sec'y Shorthill reported:

Receipts.

Balance on hand Dec. 13, 1914.....	\$ 68.06
Received from dues.....	2,589.75
For expenses.....	334.10
From advertising.....	792.00
From supplies.....	97.42
From National Council.....	1,075.00
From printing.....	15.00

\$4,971.33

Disbursements.

Hotel bills.....	\$ 217.45
R. R. fare.....	212.14
Phone and wires.....	67.99
Postage.....	256.86
Printing.....	518.50
Livery.....	27.55
Express and freight.....	9.42
Supplies.....	352.16
Exchange.....	5.45
National Council.....	1,070.31
Salaries.....	1,875.40
Sundries.....	187.78

\$4,791.01

Balance on hand..... 180.32

The report was adopted as read.

Sec'y Shorthill further stated that during the year 36 new members had been received and that in the last 3 years only 5 firms had dropped membership. There is now an active membership of 132 and the interest is greater than ever before.

We secured an appropriation of \$3,000 for the use of the State Railway Commission, and our ass'n was the only one to make an effective fight against freight rate increases. Nebraska freight rates on grain shud be readjusted and we think we can do it.

The railroads refuse claims where leakage report is not shown.

It has been found that auditing books by a competent auditor is a fine business proposition. The employment of an auditor is worthy of our attention.

We are considering the organization of a fire insurance company. The U. S. Dept. of Agriculture has materially assisted us in the gathering of information. This dept. sent an expert to go over the field and he gave us valuable information. We ought to be proud of the help given our cause by the Dept. of Agriculture. It has been found desirable to have a national insurance company, with headquarters in Iowa.

The building of a terminal elevator is being considered but it seems to us to be more desirable that small handling houses be erected at junction points to handle and prepare farmers elevator grain.

The U. S. Dept. of Agriculture is investigating all phases of the grain handling business and we hope soon to have valuable information.

Guy F. Briggs, mgr., Farmers Grain & Live Stock Ass'n, Coleridge, spoke on "The Farmers Elvtr. and the Community." The best heritage we have is the honest, faithful service we render in the community in which we live.

Co-operation under Nebraska laws means that return profits be paid to the producer in proportion to business done when the year's business is closed.

Fighting a competitor is bad business. It does not benefit the community.

The Boards of Trade of our country are the compasses for our community ships. They are trade indicators.

We ought to beautify the surroundings of our elvtr. I saw a city marshal mowing the weeds this summer around an elevator. This is the duty of the owner of the property.

The social feature of the farmers elevator can be promoted by having picnics. It is the best way to get acquainted.

Adjourned to Thursday afternoon.

The Banquet.

The Omaha Grain Exchange served a banquet at which about 300 were seated.

John Swearingen, Pres. Omaha Grain Exchange, was the toastmaster. He introduced Gov. Morehead of Neb. who made the address of the evening.

Pres. Swearingen called on a number of men for speeches.

J. W. Holmquist, Omaha: Every man or group of men has a right to enter any line of business and so long as the business is conducted honestly, no one should interfere.

Farmers elevators are our best competition. They ship us grain and we do our very best to get top prices for their consignments.

C. Vincent, Omaha: Seeing things as others see them makes us have more charity and our lives are broadened thereby.

During the forenoon of the second day everybody went out to the stockyards.

Thursday Afternoon Session.

John R. Humphrey, of the Office of Markets, Dept. of Agri., Washington, D. C., spoke on "Auditing Accounts": About 300 co-operative elevators have adopted our uniform system of accounting. Many dealers use poor accounting systems because they do not know of better systems.

The Office of Markets and Rural Organization is your business organization altho we are willing to help any individual. It is the province of the government to assist everyone. We have sent bulletins to 10,000 private dealers.

We cover all the accounting requisites of a farmers elevator.

About 10% of the farmers elevators are having their books audited by a competent auditor.

As soon as we have enough elevators using our uniform system I believe it would be wise to have a national organization of auditors who could in a minimum amount of time audit the books.

The manager is treated in various ways from a bank robber to a bank president. A manager shud be given almost unlimited leeway in the management of the company.

Labor and time saving devices should be used in both elevator and office. I work for you heart and soul. I am trying to make this movement the greatest thing ever attempted in the United States.

A general discussion of the subject showed that practically all of the elevators had their books audited. Some by auditing com'ites and some by public accountants.

A. E. Hockman, Fairfield: Our books are audited every month and our books are open to investigation at any time.

A local accountant does our auditing at an expense of \$20.

E. R. Chitty, Farnam: The cashier of our local bank is our auditor and on his report depends our borrowing power. This service is satisfactory to our stockholders.

Chris Anderson, Norman: When an

elevator exceeds its borrowing limit the law is being violated.

E. P. Hubbard, Juniata: All articles of incorporation limit the borrowing power on the debt of the corporation. I believe every farmers elevator exceeds its borrowing limit. If we want to pay for a lot of grain in our elevators we must borrow some money and I consider it legitimate to exceed the borrowing limit placed upon us by our incorporation papers.

Mr. Anderson: Unless the elevators and bankers violate the law they will at times have to shut their doors. We need more money at times than the law allows. I would like to have a suggestion as to how this may be avoided.

N. C. Ocker, Glenville: Every quarter we have a cut off and find out how our finances stand.

E. P. Hubbard: We audit our books monthly and have a record of these monthly audits for the last 10 years.

Mr. Price, Geneva: We must keep our business in such shape as to avoid entanglements.

Sec'y Shorthill's inquiry developed that 50 companies carried fidelity bonds.

He said that unless all firms met the auditing requirements of those bonds the bonds were worthless in case of bad luck.

E. P. Hubbard: No elevator can issue a warehouse receipt unless it has qualified as a public warehouse.

Pres. Canaday: We have absolute confidence in our manager but at the same time we check him up very carefully. Our manager is required to make a daily report to our bookkeeper. We must have the best possible system of handling our business.

Upon inquiry by Pres. Canaday it was learned that most of the elevators were in favor of employing a competent accountant to audit their books.

Resolutions Adopted.

Patronage Dividends: A company, in order to be of the highest efficiency should be organized upon the co-operative plan, should pay dividends upon stock at only a normal interest rate, and should distribute other net earnings as a patronage dividend. We urge all farmer elevator companies that are organized under the corporation law to make the necessary changes in their articles of incorporation and come under the provisions of the Nebraska co-operative law.

Freight Rates: There is no reason why the Nebraska producer should pay a higher freight rate than in states east and south. We therefore urge our board of directors and secretary to take up the question of railway tariffs with the various railway companies and the state railway commission. We believe that this should be their most important work for the coming year. We pledge to them our fullest support in any necessary action which they may take to secure more equitable rates.

Central Purchasing Agency: We favor the formation of a central agency under the control of the farmer's elevator companies which shall buy for them coal, salt, twine, and other articles commonly handled by our companies. We request that our board of directors take up the matter of organizing such an agency and report a plan of operation to us at our next annual convention.

Comradeship: We express our deep sorrow over the death of E. W. Jones, Secretary of the Farmers' Elevator Co., at Bennet, and extend to his son our most sincere sympathy.

We take this opportunity to send a greeting to one of our most efficient managers, J. R. Wilson, of Pickrell, who, with his son, is now ill with typhoid fever. In common with their many friends we cherish the hope that they will speedily recover.

OFFICERS ELECTED were J. S. Canaday, Minden, Pres.; Guy F. Briggs, Coleridge, V. Pres., and J. W. Shorthill, York, Sec'y; directors E. P. Hubbard, of Juniata, and W. J. Lee, of Spalding.

Omaha was selected as the meeting place for the next annual convention.

Adjourned to evening.

The evening session was held at the Commercial Club rooms.

L. S. Herron spoke on the subject "Co-operation Versus Corporation." The big difference is the intention back of the effort. The corporation wants profits only and the other wants only to serve its members. The paying of dividends at the scales is a dangerous thing. It is better to pay dividends to member patrons than to those who are not members.

B. H. Hibbard, Professor of Economics, University of Wisconsin, spoke on the subject "Price Fixing." Some people say Omaha, Chicago and all terminal markets fix the prices the farmer shall receive. As a whole this is not true. Twenty-five years ago vicious attacks were made on speculative interests and on Boards of Trade. It was the consensus of opinion that speculators in grain and cotton exchanges held prices down. The speculator who trades in the pit makes the prices.

As a rule the buyer lives in the country and the man who sells lives in town. Some say the Board of Trade makes stability in prices. This does not seem true when the price fluctuation is considered and yet when the whole fluctuation is considered there is a general up or down turn. The prices from 1900 to 1914 correspond very closely to the quantity of grain.

Competition in market centers is too keen to permit of price fixing. If you are not satisfied you may take a hand by going to these markets. Price fixing is more in evidence in the country.

The way of the speculator is hard. Prices do not always go up or down to correspond to his wishes.

Competition does not always bring desirable results. If there are 10 grocers where two could do the business, prices must be high.

It is best to do well the things we now have in hand. We should handle the affairs of our elevators so as to avoid the accusation that we are price fixers.

Friday Morning Session.

Sec'y Shorthill: "The railroads have a definite policy in handling and refusing claims. They will not pay loss in transit claims unless there is a leakage report.

"We have been advised by a good attorney that it will be possible to file suit for many small claims in one suit against any certain railroad and that the claims for loss in transit can be collected without leakage reports.

"I am not in favor of track scales because they are hard to keep in order. You should have automatic scales and in that way keep an accurate record of all grain you ship."

It was decided to let the ass'n handle all claims for loss in transit where no leakage report is shown. The ass'n will attempt to handle the claims collectively and will file suit if necessary.

MANAGERS' CONFERENCE.

The managers present were allowed to leave the meeting to enable them to hold a meeting. They elected E. P. Hubbard, Juniata, chairman.

E. P. Hubbard: Where a liability is incurred during the life of the bond, even tho it is not discovered, the liability follows the bond thru successive renewals.

E. R. Chitty: We have an auditor who makes a monthly report and I feel that I

am relieved of all responsibility as each month succeeds the other.

E. P. Hubbard: I advanced a man \$75; six months later I asked him for the money. He forgot it. I found the cancelled check and recovered the money.

Mr. Williams: If I advance money I state on check what it is for.

C. Gemblor, Goehner: Records should be kept for 10 years. I advanced money one time and got contract for delivery of some grain. The man left the county and I followed him and filed contract and got our money.

Mr. Williams: I advanced a man \$150 and took his contract for him to deliver grain. He bot a second hand auto and delivered grain to the other elevator. I gave contract to an attorney and I got money. This man was a stockholder.

J. P. Delaney, Bellwood: I can't be as suspicious of stockholders as of a stranger and yet I do not like to advance money.

H. F. Harman, Palmyra: I have known of a manager who borrowed money and loaned money free to his stockholders.

I am going to lose \$100 on poor credits. We advanced \$1,700 to \$1,800 on corn. We borrow money up to our capitalization. This year it cost 2 cts. to do business. The interest on \$1,800 eats up the profits because of slow delivery of the grain. After adding operating expenses it is easy to see that we lose money on the deal. Our competitor does not do this and he has us beat.

It takes time to break the advancing habit. I told them I could not buy grain on 2 cents margin and pay interest. I now do not advance over 10% on actual sales.

Our banker left car oats for a year. He received a 20 cent upturn in the market and we received 2 cents for storing the oats. The shrinkage loss was larger than our 2 cent storage gain.

C. H. Ender, Cotesfield: We ship in much corn and sell it on credit. We charge 7% on all accounts over 30 days old. I finance the elevator myself. I borrow the limit of \$2,000 on the company's note and borrow the balance on my own note. It is not right for an elevator to borrow money and to advance it free to its stockholders.

Mr. Harmon: The only way to protect against loss by credit is not to do any credit business. We ought to reduce credit to 10 days for cash or force payment of interest. Farmers squeeze us, why not do the same to them? That is business.

It was the sense of the meeting that interest should be charged on all accounts.

C. B. Nance, Davey: If I sell grain on 30 days' shipment, I ought to have it bot on 20 days' delivery as the farmer is usually late. I do not like contracting and prefer to buy only on 10 days' time contracts. When time has expired and grain is not delivered, the farmer must settle the contract on the same terms demanded of us in the terminal markets. The best way to buy grain is to wait until it comes over the scale.

Mr. Hubbard: We must educate the farmers and the best way to do it is to compel the settlement of the contract.

Mr. Harmon: The matter of employing an auditor shud be left to the Board of Directors.

Mr. Hubbard: The ability to say "No" spells success for the manager. Never raise your own bid.

Adjourned for luncheon.

Friday Afternoon Session.

E. P. Hubbard reported the proceedings of the managers' meeting and his report was considered favorably.

Mr. Anderson: The restriction of one vote to a stockholder regardless of how many shares of stock he owns is in conflict with the laws of the state of Nebraska.

The convention went on record as being opposed to paying exchange on drafts to bankers.

The convention pledged itself to support any effort to obtain signatures to a petition asking for a constitutional convention to obtain a new constitution so that each stockholder in a co-operative institution shall have only one vote regardless of the number of shares he may own.

The secretary was instructed to obtain information as to the borrowing power of any co-operative elevator company.

Adjourned sine die.

Convention Notes.

A. E. Borg came from Java, S. D. Yuma, Colo., sent Perry Anderson.

L. S. Palmer of Tyrone represented Oklahoma.

The only representative from Milwaukee was E. A. Armstrong.

Lincoln sent Gene Lyon, representing Goffe & Carkener, and A. R. Roberts.

Hastings sent C. L. Scholl, representing Goffe & Carkener and W. E. Hotchkiss.

Kansas managers present were Jesse Nebergall, Dodge City, and C. R. Henry, St. Francis.

O. E. Harris was the whole show on the banquet com'ite. He looks better since it happened.

Insurance men present were C. R. McCotter and F. D. Monte of Grain Dealers Fire Insurance Co.

The only Chicago representatives were John Barrett of Lamson Bros. & Co., and E. T. Hanson of J. H. Dole & Co.

Everybody denied being a candidate for Governor excepting John Swearingen. The grain trade would feel honored if he got the job.

Elevator builders present were W. C. Bailey, Carl Younglove of Younglove Construction Co. and R. M. Van Ness of R. M. Van Ness Construction Co.

Sec'y Shorthill should feel encouraged. The Farmers Equity Union instructed its Nebraska exchanges to join the Nebraska Farmers' Co-operative Grain & L. S. Ass'n.

Supply men present were H. R. Miller, representing Richardson Scale Co.; Geo. M. Miles, rep. Barnard & Leas Mfg. Co.; W. E. Kost, rep. S. O. S. Chemical Co., and J. B. Ruthrauff, rep. Huntley Mfg. Co.

Kansas City sent the largest delegation, among those present were O. C. Hess of Bruce Bros. Grain Co.; R. E. Brady; A. Freeman and W. W. Simmons of Ernst-Davis Grain Co.; C. E. Hill of A. C. Davis Grain Co.; Cort Addison, J. E. Liggett, Wm. G. Haseltine of Moss Grain Co.; D. C. Hauck of Moore-Lawless Grain Co.; I. Updike of W. S. Nicholson Grain Co.; M. U. Norton; S. L. Fisher and M. Moberly of Russell Grain Co.; S. J. Owens of Twidale-Wright Grain Co.; W. B. Young of Vanderslice-Lynds Co.; H. C. Gregory and S. H. Stahoski, Watkins Grain Co.

Souvenir pencils were distributed by Merriam Commission Co., Holmquist Elvtr. Co., Urdike Grain Co., Flanley Grain Co., Geo. Roberts Grain Co., all of Omaha, and Croysdale Grain Co. of Kansas City.

The Farmers Equity Exchange at a meeting in another hotel elected the following officers: C. O. Drayton, Greenville, Ill., pres.; A. Hoffman, Leola, S. D., vice pres.; Geo. L. Denne, Greenville, Ill., sec'y, and T. L. Line, Ft. Wayne, Ind., director for that state.

Among the managers present were E. E. Agnew, Fullerton; Albert Anderson, Ragan; Robt. Anderson, Aaronville; Morris Asmus, Hastings; F. S. Blackstone, Garrison; and Guy Briggs, Coleridge.

E. R. Chitty, Farnam; C. E. Coffey, Phillips; T. W. Culbertson, Gretna; W. C. Dahnke, Stratton; J. P. Delaney, Bellwood; C. H. Ender, Cotesfield; C. S. Fuller, Arapahoe; C. Gembler, Goshner; and H. R. Gordon, Sterling.

C. W. Hagerman, Filley; H. B. Hall, Hoag; H. D. Harding, Hebron; H. F. Harmon, Palmyra; C. O. Hart, Monroe; J. A. Harvey, Liberty; J. W. Henthorn, Anandale p. o. Glenville; J. Q. Herrold, Tamora; A. E. Hockman, Fairfield; John Hofseth, Farwell; E. P. Hubbard, Juniata; and M. A. Hurley, Marion.

W. C. Jacobs, Staplehurst; R. W. Jark, Chalco; E. T. Jones, Pauline; J. D. Juilfs, Burr; F. C. Kuse, Bement; H. T. Larsen, Hampton; F. W. Leger, Germantown; Martin Lett, Elba; H. Magnussen, Hadar; W. A. Malovec, Brainerd; and J. T. McPherson, Cortland.

C. B. Nance, Davey; J. P. Nelson, Verona; G. V. Patrick, Lyons; E. G. Pautsch, Lewisville; E. Pettys, Shelby; W. D. Russell, Memphis; G. W. Query, Hendley; J. S. Ream, Minden; W. J. Reid, Dorchester; S. H. Riker, Stockham; C. L. Roberts, Rockville; and W. D. Russell, Memphis.

H. F. Smith, Carleton; O. C. Smith, Keene; A. D. Speedlin, Crete; F. J. Stanley, Nora; M. J. Stoetzel, Roseland; R. Stumbaugh, Belgrade; H. H. Thorbeck, Johnson; J. M. Urling, Indianola; B. E. Williams, Bladen; G. F. Witt, Western; and J. B. Zuver, Adams.

Stole Two Cars of Wheat.

Two cars of wheat shipped from Brookland, N. D., to Duluth, Minn., by Julius Wolstad and the Northwestern Elevator Co. were stolen in transit and diverted to St. Paul, Minn., by a thief, who obtained the original waybills and altered them.

Several days after the grain had been shipped a man appeared at the offices of the Equity Co-operative Exchange at St. Paul and asked if his cars consigned to him had been received. They had not, but arrived on the following day; and on his request the company advanced him \$2,000 on his drafts, an official of the Exchange accompanying him to the bank and identifying him so that he could get the cash on the drafts. He represented himself to be C. H. Clark of Brookland.

For the balance due on the sale of the two cars the Exchange sent two checks to Mr. Clark at Brookland, and one for \$158 was cashed by Mr. Clark.

Railroad detectives took Mr. Clark into custody Dec. 1 at Fargo; but the officials of the Equity Exchange and of the bank where the draft was cashed could not identify Mr. Clark as the same man who obtained the \$2,000 advance. In a further search for the fictitious "Mr. Clark," Mr. Hohle of the Equity Exchange; A. G. Ray, chief of detectives of the Great Northern Road, and Detective Lee Tignor visited the towns of Forman and Cogswell.

Mr. Clark is held for cashing a check and converting money not his own, but the signatures on the \$2,000 drafts are not his, tho clever forgeries. Ray Dristel, assistant at the elevator at Brookland, has been arrested and is held as a witness.

Chicago Weighing Dep't Dinner.

The fourteenth annual dinner of the Chicago Board of Trade Weighing Dep't was held at the Auditorium Hotel Saturday evening, Dec. 18. The bountiful spread was enjoyed by 140 employees and about 100 guests, including many members of the Board, and out of town grain dealers. Music was furnished by the orchestra of weighing dep't employees.

The dinner is designed each year for the purpose of cementing the friendship between the boys of the weighing dep't and their employers. If gauged by the enthusiasm which greeted the opening remarks of H. A. Foss, Chief Weighmaster, the venture was a huge success. He realized that subsequent talks would undoubtedly give him much credit for the excellent work of the weighing dep't, so before calling on the speakers of the evening he remarked that very little could be accomplished without the co-operation for which his dep't is noted.



H. A. Foss, Chief Weighmaster, Chicago Board of Trade.

Pes. C. H. Canby of the Board of Trade delivered the principal address of the evening. He said:

"This has been a very unsatisfactory year for the grain trade. Excessive rainfall has seriously impaired the quality of wheat and oats, resulting in a heavy loss to grain dealers. This explains the falling off in the grain weighed by your dep't, when compared with last year. The corn crop will also show deterioration when compared with early estimates.

"The total number of cars weighed at Chicago during 1915 was 209,732, and 156,047 were shipped. In bushels the grain weighed amounted to 545,284,291, compared with 602,771,764 last year. This result, owing to conditions, is all that we can expect.

"In my opinion a man should never become sentimental over an unsentimental subject; there is nothing sentimental in weights and measures. But an efficient weighing dep't requires good men and the efficient results of good men should inspire the sentiment which is always accorded those who faithfully fulfill their duties.

"In my judgment there is no dep't in this country performing so many func-

tions as the weighing dep't of the Chicago Board of Trade. It is an honor for me to have this opportunity of expressing, for my fellow members, their thanks, not alone to Gus Foss, but to every assistant in the dep't.

"Two thousand years ago it was said that all roads led to Rome; today all roads lead to the Chicago Board of Trade. After 9:00 o'clock each morning the farmers and grain dealers in every section of the west are informed of the developments which have taken place in this, and other countries. The exporters at the ports, the grain merchants of Europe, and the grain dealers of this country, all combine here to make the world's prices. No other organization in the world performs a more valuable public function.

"The Board of Trade of Chicago knows no rivalry, and so long as its walls shall stand we trust it shall be worthy of the great future that is coming to us, as a people."

Mr. Canby closed his talk with a few timely suggestions on preparedness, showing the more personal application of the term, and especially as it concerned Mr. Foss and his employees.

J. A. Schmitz read several communications and telegrams from grain men and others who were unable to attend. One interesting letter was from the banker, H. A. Wheeler, in which it was suggested that the dep't next year be the guests at dinner of the Chicago bankers. Other expressions of regret came from Lee G. Metcalf, Illiopolis, Ill., pres. Grain Dealers National Ass'n, and Geo. W. Cole, Bushnell.

W. E. Felt, member of the weighing dep't, delivered an oration on Optimism, showing its relation to efficiency and success, and was enthusiastically applauded by his many friends and associates.

Judge John R. Newcomer of the Chicago bench made some very fitting remarks on the co-operation between Mr. Foss and his employees, illustrating his point with several narratives of achieving success thru team work.

A long list of vaudeville entertainers had been secured, ranging from the artist who could make aces grow where deuces were planted, to the comedy musicians. Promptly at 11:00 o'clock the performance was ended and "Each one took him to his rest."

An incident which would have lent a note of sadness to the evening's enjoyment, had it been known at the time, was the death of Johnny Link, director of the orchestra. He died at 10:30 of heart disease. The high quality of the music furnished was due largely to the untiring efforts of the absent leader, and his ability as a teacher. On the night of the feast however, he was ill, troubled with his heart, and a substitute took his place with the baton.

Among the out of town delegations at the banquet were many railroad men; Victor Dewein, Warrensburg, pres. Illinois Grain Dealers Ass'n; E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n; C. B. Riley, sec'y Indiana Grain Dealers Ass'n; and H. A. Hillmer, Freeport, Ill.

THE GRAIN DEALERS JOURNAL is a valuable paper to those interested in grain.—Geo. F. Munson, Norwood, Cincinnati, O.

LOANS on terminal elevator receipts are being made at 3%, demand, at Minneapolis. On other grain paper the rate is 3½ to 4½%.

Concrete Mill Storage.

The cluster of four concrete storage bins recently completed by the Hanley Milling Co., at Coshocton, O., is a good example of work done with commercial silo forms. Two of the circular bins were worked upon simultaneously and the construction required 6 weeks' time.

Parallel with the mill is a tunnel 6x6 ft., 30 ft. long, floored with 1 ft. of reinforced concrete and roofed with a 1-ft. slab reinforced with 1-in. twisted bar of 12-in. mesh. The tunnel walls are 8 ins. thick, reinforced with ½-in. square twisted steel bars spaced 18 ins. center to center. The slab is reinforced in both directions with 1-in. square twisted bars spaced 24 ins.

Built on the slab are the four cylindrical bins 12 ft. in diameter, 51 ft. high, with walls 6 ins. thick, containing ½-in. square twisted steel rods spaced 8 ins. center to center for the first 30 ft., and ¾-in. rods, 8 ins. center, for the remaining 21 ft., the vertical reinforcing consisting of ¾-in. square twisted steel rods 29½ ins. center to center. The straight walls carry the same kind of reinforcing longitudinally, the rods extending into V-shaped grooves cast in the circular walls at the point of contact. Four feet from the floor of each of the circular bins and also in the roof of each is a 12x18-in. cast iron waterproof manhole.

Straight walls 8 ins. thick and 3 ft. long, connect the bins and form an interstice bin having a capacity equal to each of the other four, or a total capacity of 22,500 bus. The straight walls were constructed one day behind the circular walls. A concrete mixture of 1:2:4, in which washed gravel was used as the coarse aggregate was employed thruout the construction.

Hoppering of the bins is at an angle of 35 degrees, consisting of 4 ins. of concrete laid on a well tamped clay fill.

Roofs are of concrete unit construction, 8 ins. thick at the center and 4 ins. at the edge, with a 4-in. extension to form an eave. One-quarter-inch steel rods spaced 6 ins. center to center with the same sized rod around the entire roof and 2 ft. from the edge, form the roof reinforcing.

On top of the roofs of the circular bins is the circular concrete cupola which rests over the central bin. This cupola is 12x16 ft. and was constructed in the same manner as the round tanks. The cupola contains the elevator and turn-heads. This arrangement affords full protection to all operating machinery.

The cupola has two glass windows and an iron door and is connected with the mill by an iron ladder, and the ladder is covered by a 3x3 ft. box, protecting both the ladder and the men from exposure.

The elevator leg casings are of No. 12 boiler iron extending from the tunnel up thru the interstice to the top of the cupola, 70 ft. in all. The elevator belt is 148 ft. of 9-in., 5-ply cotton with 8x5½-in. cups, and travels over a head pulley 24x9½ in. Angle iron spaced 2 ft. apart holds the leg in place.

After the wheat has been cleaned in the mill it is run into the bins thru 5-in. pipes extending from the head of the mill elevator to the bottom of the boot in the tunnel to be elevated to top of the cupola and dropped into any bin. From each hopper bottom of the bins a 6-in. iron pipe extends to the boot in the tunnel, from which the grain is elevated to the top of the monitor and spouted thru

a 5-in. pipe to the mill. A 5-h.p. electric motor drives the elevator leg.

After the tanks had been completed their entire surface was painted with a mixture of white portland cement and hydrated lime mixed in the proportions of 3 to 1 by measure, sufficient water being used to make a paint of as thick a consistency as could be applied with the ordinary whitewash brush. This final surface treatment was for appearance only, since the concrete construction itself was exceptionally smooth and free from exposed pockets, as shown in the engraving.

ARMOUR GRAIN Co. and the J. Rosenbaum Grain Co. are reported as heavy buyers of spring wheat in the northwest, the grain being shipped to Chicago.

1916.

A billion dollar trade balance.
The greatest crops in the history of the nation.

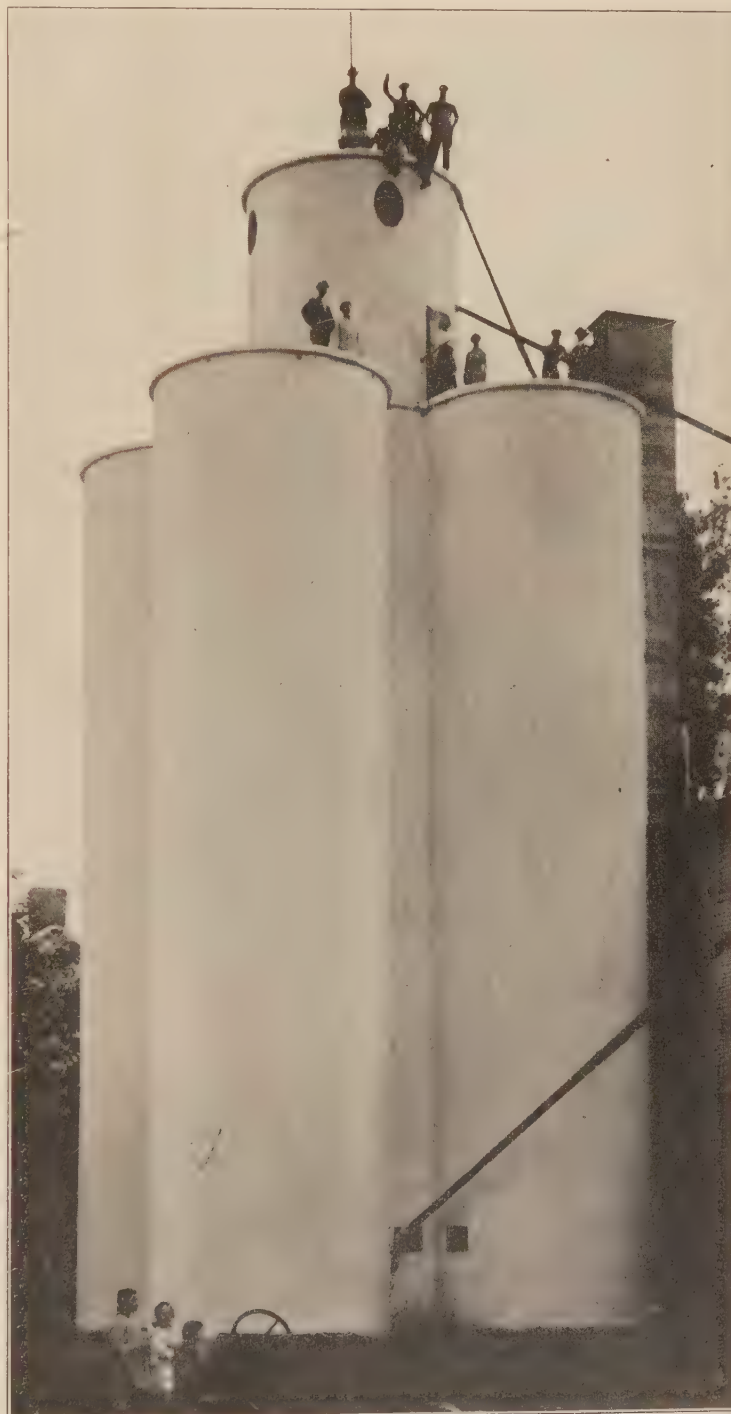
Factories crowded with orders.
America wide awake.

Nineteen Sixteen will be a busy and dramatic year in the United States.

Nineteen Sixteen will be your biggest business opportunity for perhaps a lifetime.

Make the very most of it.
Keep posted—Don't just subscribe for the Grain Dealers Journal.
Read it thoroly.

A CRIB of corn at Albany, Ill., on Dec. 20 brot 91c per bushel, emphasizing the scarcity of old corn in that-section.



Concrete Mill Storage of the Hanley Milling Co., Coshocton, O.

Grain Trade News

ARKANSAS

Pine Bluff, Ark.—The name of the Riley Commission Co. has been changed to the Riley Feed Manufacturing Co.

CALIFORNIA

Pasadena, Cal.—Logan & Bryan, of Chicago, Ill., have established a branch office in the Maryland Hotel with Frank Ray as mgr.

Los Angeles, Cal.—Fighting to save a \$2.50 switching charge on every car of wheat sent to this city from Idaho, grain warehouse and mill owners of Los Angeles have protested to the Interstate Commerce Commission against the plan of the Salt Lake R. R. to send cars from Idaho to Los Angeles before transferring them to Santa Fe tracks. The present rates of the Salt Lake call for the transfer of the cars to the Santa Fe at San Bernardino. The Salt Lake applied to have the "via San Bernardino" in its Idaho rate eliminated, which would call for the shipment of the cars to Los Angeles on the Salt Lake before they were transferred to the Santa Fe tracks. This would entail a \$2.50 switching charge on every car, which would result in a large loss to the mill owners. Practically all of Los Angeles' mills are located on Santa Fe tracks. If the switching is done at San Bernardino there is no charge for the service because of competition with the Southern Pacific, but if done in Los Angeles the switching charge is imposed.

CANADA

Shaunavon, Alta.—A 60,000-bu. elvtr. will be built here by the Alberta Grain Growers Grain Co.

Ryerson, Sask.—The Saskatchewan Co-operative Elvtr. Co. is building an elvtr. which will cost about \$10,000.

Daysland, Alta.—An elvtr. is now under construction for the Burrard Grain Co., the cost of which is approximately \$6,000.

Calgary, Alta.—I came here the first of the month from Moose Jaw to take charge of the options for Baird & Botterell, acting as ass't mgr. of this office.—H. J. Snodgrass.

Saskatoon, Sask.—The order made recently by the board of grain commissioners for Canada, giving preference to shipments on the Goose Lake Ry. line to the Saskatoon Elvtr., has been cancelled.

Sarnia, Ont.—The report that an old elvtr. here was sold is incorrect. We have no elvtr. at this place as the elvtr. at Grand Trunk station was taken down by the Grand Trunk Ry. Co. years ago and the Point Edward Elvtr. was burned about 3 years ago.—R. MacAdams, Harbor Master.

Ottawa, Ont.—The government decided that holders of confiscated wheat, who were allowed to retain a sufficient portion of the wheat taken over for the British government, must replace it within a specified time. Notices were sent out by the Dept. of Trade and Commerce to the effect that all vouchers and other documents bearing upon these contracts made prior to Nov. 27, must be in the hands of the dept. on or before Dec. 22. No releases depending upon documents received after that date will be granted.

COLORADO

Stratton, Colo.—I am no longer mgr. of the Stratton Equity Exchange.—R. M. Farquhar.

Flagler, Colo.—Eckert Bros. will operate their elvtr. on their own account after Jan. 1.—F. G. Olson, vice-pres. Farmers Grain Co., Denver.

IDAHO

Grace, Ida.—The Inter-Mountain Mfg. Co. has purchased a Hall Signaling Distributor.

Ashton, Ida.—The Farmers Society of Equity finished and started operating its new concrete elvtr. Dec. 20. This is the 3rd elvtr. for this station.—M.

ILLINOIS

Alvin, Ill.—F. E. Yeazel has engaged in the grain business again.

Harmon, Ill.—The Farmers Elvtr. Co. has purchased a moisture tester.

Hudson, Ill.—The Hudson Grain Co. has installed a new car loader in its elvtr.

Fisher, Ill.—C. H. Gilmore is now managing the elvtr. of Vennum & Gilmore.

Breckenridge, Ill.—The engine at the elvtr. of Twist Bros. is being repaired.

Lowder, Ill.—The Farmers Elvtr. Co. has installed a new 40-h. p. oil engine in its elvtr.

Adair, Ill.—The Geo. W. Cole Grain Co. has installed a Hall Signaling Distributor in its elvtr.

Roanoke, Ill.—D. Greuter is installing 3 electric motors in his elvtr.—W. G. Nelson, El Paso.

Nekoma, Ill.—Ed. Lindbloom is now in charge of the elvtr. of the Hefebower & Peterson Grain Co.

Olive Branch, Ill.—The Olive Branch Grain Co. has bot a dance hall which it will use for a corn crib.

Rumpler sta. (Ogden p. o.), Ill.—Frank Supple, of Bloomington, will have his new elvtr. completed about Jan. 10.

Peoria, Ill.—The elvtr. of the Central City Elvtr. Co., which is the oldest in the city, will be closed Jan. 3, 1916.

Aviston, Ill.—H. E. Replogle has accepted a position as wheat buyer and cashier for the Aviston Mfg. Co.

Oneida, Ill.—W. H. Sample has been retained as mgr. and Harry Peterson as ass't mgr. of the Farmers Elvtr. Co.

Pekin, Ill.—The Farmers Elvtr. Co. is moving its scale inside its elvtr. The outside scale shed will be abandoned.

Highland, Ill.—A concrete office will be built next spring by the Highland Mfg. Co. which operates an elvtr. and mill here.

Illinoi sta. (Momence p. o.), Ill.—Leonard Smith is in charge of the recently acquired elvtr. of the H. M. Freeman Grain Co.

Elliott, Ill.—Ole Hattberg, mgr. of the Farmers Elvtr. Co., is suffering from acute catarrhal jaundice and has gone away to regain his health.

Lostant, Ill.—C. H. Strong has bot the elvtr. of O. M. Kelley on the I. C. R. R. He took possession Dec. 20 and is handling coal in connection.

Padua, Ill.—The recently organized Padua Grain Co. incorporated; capital stock, \$10,000; incorporators, Jas. D. Murphy, W. G. Smith and others.

East St. Louis, Ill.—Tri-City Elvtrs. Co. incorporated; capital stock, \$25,000; incorporators, Edward M. Flesh, Jos. J. Fischer and Clifford H. Aibers.

Lorenzo sta. (Wilmington p. o.), Ill.—The elvtr., which has been under construction

at this station for some time, is now completed and receiving grain.

Tabor, Ill.—The Farmers Grain & Elvtr. Co. is being reorganized as the Co-operative Grain Co. and will be incorporated with a capital stock of \$20,000.

Oregon, Ill.—A. Hawn, who was dismissed from the state grain inspector's office some months ago, has been reinstated and will resume work on Jan. 3.

Bonfield, Ill.—We are building a 12,000-bu. addition to our elvtr., installing a new 12-h. p. oil engine and a 2,250-bu. Richardson Automatic Scale.—Bonfield Grain & Lumber Co.

Twin Grove (Danvers p. o.), Ill.—Frank Supple, of Bloomington, has completed his new 15,000-bu. modern elvtr. at this station. This replaces the house which burned Sept. 7.

New Douglas, Ill.—Prange Mfg. Co. incorporated; capital stock, \$60,000; incorporators, Wm. P., August F. and Edw. F. Prange. The company will do a general grain business.

Cerro Gordo, Ill.—The Home Elvtr. & Sales Co. has organized and will incorporate with a capital stock of \$15,000. It contemplates the erection of a 15,000-bu. elvtr. in the spring.

Ottawa, Ill.—H. J. Ruckrigel, whose elvtr. burned Nov. 28, is now receiving grain in the 2 grain tanks which remained standing at that time. Plans for a new elvtr. are now being prepared.

Croft sta. (Fancy Prairie p. o.), Ill.—The Middletown Grain & Coal Co., of Middletown, will build an office building which will be in charge of Mike Croft. An elvtr. will be erected in the spring.

Evans sta. (Lincoln p. o.), Ill.—S. L. Nutty, for the past 2 years mgr. of the Township Line Grain Co., will resign Jan. 1 and will be succeeded by W. R. Deverman, sec'y-treas. of the company.

Easton, Ill.—We are giving our elvtr. a general overhauling. The old dust house has been entirely torn down and a new one built. The elvtr. is also being treated to 2 coats of paint.—Farmers Grain Co.

Ottawa, Ill.—We have completed an 18x64 ft. lumber shed, a 14x60 ft. coal shed and an 18x26 ft. feed and flour house. Saathoff & Amacher had the contract.—H. A. Bonges, mgr. Wallace Grain & Supply Co.

Findlay, Ill.—The Findlay Grain Co. is building 20,000 bus. additional crib room for corn on account of the scarcity of cars. The company has already filled both elvtrs. and has 25,000 bus. of corn in cribs.

Grand Ridge, Ill.—Williams & Williams have installed a new type registering beam wagon scale at their elvtr. They have raised their building a foot, have built a concrete pit and cut down the grade to the elvtr.

Peoria, Ill.—The Vienna Mills, owned by the Donnemeyer-Gardner Co., have been sold to Warren Sutliff and other business men of this city for \$150,000. The shipping facilities have been improved and the elvtr. and mill will be greatly enlarged.

Pisgah sta. (Jacksonville p. o.), Ill.—The recently incorporated Farmers Grain Co. has leased a site for its new elvtr., plans for which are now being prepared. The house will be rushed to completion and the company will handle coal, salt and twine in connection.

Croft sta. (Fancy Prairie p. o.), Ill.—Work has been started on our new 15,000-bu. iron clad cribbed elvtr. Equipment includes a Western Cleaner and a 12-h. p. gasoline engine. J. S. Sproule will be in charge.—J. A. McCreery, J. A. McCreery & Son, Mason City, Ill.

Duval sta. (Shelbyville p. o.), Ill.—The office building at the elvtr. of L. F. Powell burned Dec. 14 with a loss of from \$300 to \$400. The fire is believed to have started from a stove. The wind blew the flames away from the elvtr. which contained 25,000 bus. of corn.

Waverly, Ill.—The McCarty Farmers Elevator Co. has decided not to build an elevator at McCarty's Switch until spring and will load grain direct into cars this winter. The proposed elevator will be on the C. & A. R. R. and will have a capacity of about 15,000 bus.—J. B. Sears, sec'y-treas.

Scottsburg, Ill.—The elevator, owned by George W. Cole, of Bushnell, and leased to Simon Spangler, containing about 150 bus. of rye and 250 bus. of oats, burned Dec. 10, entailing a loss of \$5,000. When discovered the roof was enveloped in flames and nothing could be done to save the building.

New Holland, Ill.—We will not rebuild our elevator which burned recently. Harry McCreery, eldest son of Mr. McCreery, has bot the interest of Mr. Hunter in the elevator of Hunter & Richter and this house will now be operated under the name of McCreery & Richter.—J. A. McCreery & Sons, Mason City.

Darrow sta. (Sheldon p. o.), Ill.—Work is progressing on the new elevator now being built by the Farmers Grain Co. to replace the house which burned Nov. 13. The cleaners will be the only wooden equipment in the new building which will cost about \$15,500. The company is now loading grain from wagons directly into cars.

Loxa, Ill.—The elevator at this place, which has been idle for about 10 years and was opened last month by Robt. T. Teepell, of Charleston, has now been sold to Walter Wheatley at a sheriff's sale for \$900 to satisfy Mr. Teepell's creditors. As Mr. Wheatley already operates an elevator here this house will probably not be opened for business.

Henning, Ill.—Earl Newberry, 28 years of age, an employee at the elevator of Wm. A. Prillaman, was killed Dec. 14 when his clothing caught in a rapidly revolving shaft in the cupola of the elevator. Not a bone in his body was broken. He had carried accident insurance which he dropped 2 weeks previous. His widow and a small son survive him.

Champaign, Ill.—Under the Illinois Statute of 1871 the carriers are liable for loss of grain in transit, but now for the first time, for the benefit of the entire trade, the Illinois Grain Dealers Ass'n has employed special counsel to prosecute a suit against the Illinois Central Railroad Co., as a test case in the circuit court at Decatur, the Shellabarger Elevator Co. being plaintiff. In bringing this suit the Illinois Ass'n deserves the cordial support of the grain trade. In a practical way dealers can assist the Ass'n by giving their claims to its claims bureau for collection.

Sheldon, Ill.—Fire originating in a chute from an unknown cause Dec. 17 destroyed the elevator and wood storage house owned by the Cleveland Elevator Co. The blaze was discovered while a broken belt in the elevator leg was being repaired. The Ellis Drier and Bleacher were left standing. About 400,000 bus. of grain were destroyed. Loss about \$250,000; partly covered by insurance. The salvage is being handled for the account of the underwriters by C. E. Metzler. The Cleveland Grain Co. writes that the fire was caused by breaking the belt to the elevator leg which resulted in a choke down. The blaze originated about 30 ft. below the head and was discovered immediately but could not be reached effectively with floor appliances and was quickly beyond control. The work house and 400,000-bu. annex were entirely destroyed as also an adjoining 35,000-bu. storage and bagging house. Total amount of grain involved is 1,400 bus. wheat, 12,000 bus. corn and 380,000 bus. oats. Insurance on buildings, \$82,500; grain, \$125,750. Tile tank storage with tunnel connections carrying 300,000 bus. oats is intact and damage cannot be ascertained as examination has not been made. We have made no definite plans regarding rebuilding but will likely do so with modern improvements in every respect.

CHICAGO NOTES.

Edward List, member of the Board of Trade, died Dec. 14.

The H. H. Hanks Co. has taken out a permit to build a 3-story elevator on West 12th St.

Gordon Bigelow, a spectacular wheat trader at one time, died Dec. 14 of pneumonia. He was 35 years of age.

Noyes & Jackson will remove their offices to the first floor of the Continental & Commercial National Bank Bldg.

A branch office has been established in this city by Fagg & Taylor. Jas. M. Hooper has been placed in charge.

A gymnasium is being built on the 7th floor of the Board of Trade Bldg. by the athletic club of which Bob Buckley is at the head.

The falling of a section of cornice from the ceiling of the Board of Trade Dec. 9 has revived the discussion of the erection of a new building.

Paine, Webber & Co., grain and stock brokers of Boston, Mass., will open a branch office in the Corn Exchange National Bank Bldg. about Jan. 1.

Norval E. Wheaton, member of the Board of Trade, and associated with Adolph Kempner & Co., died this month following an illness of 4 weeks' duration.

George Rose celebrated his 30th anniversary Dec. 10 as a member of the grain dept. of the Armour Grain Co. As he was ill flowers and other remembrances were sent to him at his home.

By a vote of 248 to 78 the members of the Board of Trade on Dec. 22 adopted the amendment to the rule XIV published in this column Dec. 10 changing the commission rate on purchases of feed and corn for shipment.

L. O. Basting, well known in the Minneapolis grain trade, has joined the firm of Ashum, Slade & Co., the firm name hereafter to be Ashum, Slade & Basting Grain Co. Mr. Basting will remain in Minneapolis, representing the firm in that city.

Henry Boden, an employee for 16 years of the firm of J. A. Edwards & Co., became ill and lost consciousness Dec. 17 while making trades in the corn pit. At first it was thought that he was dead, but he was soon revived and explained that he was suffering from acute indigestion.

At the annual meeting of the Chicago Grain Receivers Ass'n Adolph Kempner was elected pres., Adolph Gerstenberg, vice-pres., and J. J. Fones, C. H. Thayer, Fred Miley, J. E. Brennan and E. Hymers, directors. A resolution favoring the inspection of northern spring wheat with a dockage allowance was adopted.

Harry F. Todd and Frank M. Turnbull have applied for membership in the Board of Trade. E. C. Remick, Otis L. Randall, G. E. Pierce, of Buffalo, N. Y., C. W. Pratt, of Prophetstown, Ill., and G. R. Grape, of Hamburg, Ia., have been admitted to membership and the memberships of Samuel G. Payne and Francis W. Stevenson have been posted for transfer. Memberships are quoted at \$3,500 net to buyer.

The election of officers of the Board of Trade for the coming year will be held Jan. 3. The private wire interests are backing James A. Patten and the cash grain men are supporting Joseph P. Griffin for pres. Paul Tietgens has accepted the nomination for 2nd vice-pres. T. E. Cunningham, Chas. P. Randall, W. H. Perrine, Wm. L. Phelps, C. H. Thayer and Geo. E. Marcy have been nominated for directors.

Applications for the position of assistant to the chief grain inspector at a salary from \$175 to \$225 per month, open to men over the age of 25; and the position of grain cashier at \$125 to \$175 open to men and women over 21, will be received until 5 p. m., Dec. 31, by the State Civil Service Commission at Springfield, Ill. Examinations will be held at Chicago and at sev-

eral points within the state Jan. 8. Copies of the application blank may be obtained from the Commission, room 904, 130 N. Fifth Av., Chicago.

The following resolutions were adopted by the directors of the Board of Trade Dec. 14: That it shall be incumbent upon the seller of the property to deliver the paid expense bill to the buyer the business day following its presentation by the railroad company, but in no case shall the delivery be delayed beyond 5 days after unloading at the elevator except it be necessary to withhold it for a correction of the freight charges. If the paid freight bill is not delivered to the buyer within 5 days after unloading, the seller shall notify the buyer, giving his reason in full for failure to comply with the terms of this resolution, so that the buyer may be afforded an opportunity to notify the Joint Rate Inspection Bureau within 10 days of the date of unloading, as required by the Transit Rules. In any adjustment of differences of freight charges, the seller shall concede any allowance that is due the buyer for difference in rate at the time the invoice is rendered for the grain after it is unloaded, making the necessary deductions from the value of the property, and wherever the adjustment of freight charges necessitates the collection of extra sums from the buyer, such adjustment shall be made with the delivery of the paid expense bills.

INDIANA

Grabill, Ind.—The Witmer Grain Co. is making repairs on its elevator.

New Haven, Ind.—We have succeeded Hisner & Minsel.—Minsel & Son.

Boonville, Ind.—The Cadick Mfg. Co. has succeeded Chas. Roth & Son.

Hamlet, Ind.—The Farmers United Grain Co. has filed certificate of dissolution.

Union City, Ind.—The Pierce Elevator Co. is putting a new smokestack on its elevator.

Lebanon, Ind.—F. A. Finch, former prop. of a grain elevator, died Dec. 11, aged 60 years.

Aboite, Ind.—The Farmers Equity Co. is now operating a 15,000-bu. elevator at this station.

Converse, Ind.—Marguerite Flinn has succeeded J. E. & H. G. Flinn in the grain business here.

Maplewood, Ind.—We opened our new elevator about Nov. 10. Business is good.—Edgar Thompson, per G. M.

Bryant, Ind.—Stiefel & Levy, of Ft. Wayne, have succeeded the Adams Grain Co. in the grain business here.

Evansville, Ind.—A. W. Igleheart, treas. of Igleheart Bros., is recovering from a recent stroke of paralysis.

Darlington, Ind.—The firm of Malsbary & Co. has been changed to the Farmers Grain & Seed Co.—Geo. M. Malsbary & Co.

Winamac, Ind.—Henry Magee has been elected pres. and Henry Wiesjahn, sec'y-treas. of the new Farmers Elevator Co.

Charlestown, Ind.—The recently incorporated Charlestown Mfg. Co. will build an elevator to replace the house which burned some time ago.

South Wanatah, Ind.—John Terry is pres. and Edward Baske, sec'y, of the recently incorporated Farmers Elevator Co. An elevator will be built at once.

Packerton, Ind.—Farmers in this vicinity have formed a stock company and are negotiating with S. J. Fisher for his elevator. The purchase price is \$7,000.

Walton, Ind.—The recently organized Farmers Elevator Co. has secured an option on the Small Elevator and will take it over as soon as it is incorporated.

Montmorenci, Ind.—The recently incorporated Farmers Elevator Co. will commence building in the near future. The elevator will have a capacity of from 30,000 to 35,000 bus. and will be located on the L. E. & W. Ry. Wm. Burkle is pres. of the company.—X.

Windfall, Ind.—New officers of our company are: Geo. E. Wood, pres., S. B. Harting, sec'y, J. A. Butler, treas., and L. L. Cook, mgr.—Windfall Grain Co.

Arcola, Ind.—The Arcola Equity Exchange, under new management, is improving its elvtr. and making repairs on the machinery.—C. H. Seaman, mgr.

Churubusco, Ind.—The Farmers Elvtr. Co. has organized with a capital stock of \$10,000 and will build an elvtr. at once. Samuel F. Harlan is pres. of the company.

Westport, Ind.—Frank Tyner, mgr. of the Tyner Elvtr. Co., fell on an icy street Dec. 16 while on his way to the elvtr. He was rendered unconscious for several hours.

Evansville, Ind.—The Melrose Mlg. Co. incorporated; capital stock, \$10,000; incorporators, A. I. Ruston, Wilbur Erskine and Wilbur N. Erskine. The company will operate grain elvtrs.

Stoutsburg sta. (Wheatfield p. o.), Ind.—We have repaired our crib. Our elvtr. will be repaired or rebuilt in the spring if conditions justify.—Albert Stembel, estate of Geo. O. Stembel.

Evansville, Ind.—The Mead-Johnson Co., which recently moved its corn products manufacturing plant from Jersey City, N. J., to this place, will open for business the first of the year with a large force of employees.

Warsaw, Ind.—The Thayer Elvtr. & Grain Co. has repaired and installed new machinery in its elvtr., which was damaged by fire Sept. 18. It has now been reopened and is taking in grain. Miss Jessie Thayer is mgr.

Hamlet, Ind.—Work on the new elvtr. of the Hamlet Grain Co. is progressing rapidly. It is now ready for the iron covering and the installation of machinery. A Hall Signaling Grain Distributor has been purchased. The Efficient Erecting Co. has the contract.

Onward, Ind.—Lew Walters, elvtr. owner, sustained a broken collar bone and a fractured shoulder blade Dec. 16 when he lost control of the automobile he was driving and it went over a 20 ft. embankment turning over twice in its descent and pinning the occupants beneath.

Winslow, Ind.—We have just completed a concrete sill on the outside of our scales and find it a fine substitute for the wooden sill. We put a 6,000-bu. wheat storage bin in our mill last June. This was a great labor saver in handling the wet wheat crop of last harvest.—Winslow Mlg. Co.

Evansville, Ind.—The National Hay & Grain Co., for the past 4 years occupying offices with us, will move to its new quarters at Kentucky Ave. and Division St. by the first of the year. This property is on the I. C. tracks and consists of the old Igleheart Elvtr. and a new 2-story frame warehouse with concrete basement. Further improvements are planned for the coming year.—Edward F. Goeke Co.

Valparaiso, Ind.—The S. D. Bailey Co., of Wanatah, has sold its interest in the Nickel Grain Co. and also its elvtr. at Nickel sta. (Valparaiso p. o.) and the one on the Penn. R. R. at Montdale, a short distance from the Nickel Grain Co.'s elvtr., to J. G. Bauer and P. E. Goodrich. Mr. Bauer has been mgr. of the Nickel Grain Co. for the past 3 years and is a stockholder. Mr. Goodrich has been sec'y of the company and is also a stockholder. It is probable that the 2 elvtrs., which have a combined capacity of 300,000 bus., will be conducted under the name of the Nickel Grain Co., with Goodrich and Bauer as sole owners.—A.

INDIANAPOLIS LETTER.

The board of mgrs. of the Indiana Grain Dealers Ass'n has fixed the date for the annual meeting of the ass'n for Jan. 20 and 21. It will be held in the Board of Trade Bldg. here. The program has not yet been completed.—Chas. B. Riley, sec'y.

Judgment against Earl H. Reynolds, formerly of the New Process Grain Co.,

and more recently of the Central Grain Co., for \$2,000.95 damages and costs was recently awarded by the court to the Elmdorf Coal & Feed Co., of Lexington, Ky., on a contract to furnish 30,000 bus. of oats during the fall of 1914. Twelve shipments making 13,159 bus. were made, establishing the validity of the contract, which was made by 'phone. The only excuse defendant offered for not furnishing the oats was that oats had increased in price.

IOWA

Chatsworth, Ia.—L. R. Irons has resigned as mgr. of the Farmers Grain Co.

Mingo, Ia.—C. H. Nutter, agt. of the S. E. Squires Grain Co., was married Dec. 9.

Oakland, Ia.—E. F. Wentz is now handling flour and mill feed in connection with his elvtr.

Mt. Union, Ia.—C. W. Willey, of Lockridge, has accepted a position in an elvtr. here.

Inwood, Ia.—We have recently installed an electric motor in our elvtr.—W. H. Klein.

Merrill, Ia.—J. H. Luken has resigned as mgr. of the Farmers Elvtr. Co., effective Feb. 1.

Olin, Ia.—I am in the track buying and grain brokerage business at this point.—Harry Miller.

Packwood, Ia.—B. T. Lutes has been rehired as agt. here for the A. D. Hayes Co. at an increased salary.

Hamburg, Ia.—Noble & Reid expect to have their new elvtr., now under construction, ready before spring.

Dana, Ia.—C. C. Buck has installed an automatic scale and electric lights in his elvtr.—C. S. Maxwell, mgr.

Kellogg, Ia.—The Farmers Elvtr. Co. has installed a 20-h. p. electric motor in its elvtr.—H. H. Engleman, mgr.

Pioneer, Ia.—Chas. Black, of Gilmore City, has bot the elvtr. and other property of the estate of C. A. Rowe.

Britt, Ia.—Electric power and lights have been installed in the recently completed elvtr. of Mullin & Rawson.

Hawarden, Ia.—A meeting of the farmers in this vicinity was held Dec. 9 to devise plans for better handling of corn.

Garden City, Ia.—The office at the elvtr. of the Central Iowa Grain Co. was damaged recently by fire due to a defective chimney.

West Liberty, Ia.—I am not making any improvements in the elvtr. which I recently bot from W. C. Addleman.—T. E. Fountain.

Davenport, Ia.—The wheat storage of the Western Flour Mill Co. will be increased to 600,000 bus. by the addition of 7 steel tanks.

Manilla, Ia.—Will Lack, traveling auditor for the Manilla Elvtr. Co., was married last month to Miss Bertha Agmerschmidt, of Savanna, Ill.

Ames, Ia.—J. M. Munsinger is in charge of the elvtr. which the Ames Grain & Coal Co. has taken over from the Central Iowa Grain Co.—S.

Humeston, Ia.—We will remodel our elvtr. next spring, installing new hopper scales and new equipment thruout.—A. Humeston & Sons.

Rome, Ia.—Work is progressing on the new elvtr. under construction for the A. D. Hayes Co. They will handle feed and fuel as well as grain.

Cedar Rapids, Ia.—Lamson Bros. & Co., of Chicago, Ill., have moved their wire office to new quarters in the Kimball Bldg.—E. T. Northan, mgr.

Hartwick, Ia.—The Murrell Grain Co. has been taken over by the King-Wilder Grain Co., of Cedar Rapids, and I am agt. of the elvtr. here.—J. T. McNally.

Cedar Rapids, Ia.—The Douglas Co. has added 1,100-h. p. to its power plant capacity. The office is being remodeled and a basement is being made under it.—S.

Des Moines, Ia.—B. A. & Lee Lockwood have resumed the operation of part of the milling plant of the Shannon & Mott Mlg. Co. Pancake flour is being manufactured.

Mapleton, Ia.—H. B. Johnson, formerly agt. of the Neola Elvtr. Co., is now connected with a lumber company and makes his headquarters at Medicine Lake, Mont.—P. M.

Dysart, Ia.—H. P. Jensen has been retained as mgr. of the Tama-Benton Grain Co. The elvtr. and office have been painted and an addition to the feed room has been constructed.

Bouton, Ia.—Wright & McWhinney and the J. B. O'Malley Elvtr. Co. operate the only 2 elvtrs. here. The report that Wm. Morgan and Percy Clark built a new elvtr. is incorrect.—X.

Cedar Rapids, Ia.—The Kuehl-Lammers Grain Co. will soon build a new elvtr. to replace the one destroyed by fire. The company is now doing a general cash grain and track buying business.—S.

Boone, Ia.—W. H. Jump, of the branch office here of Lamson Bros., accidentally dropped a lighted match in the waste paper basket Dec. 16 and in extinguishing the blaze had his hand badly burned.

Everly, Ia.—John C. Jacobs, with the Hunting Elvtr. Co., had a narrow escape from death recently. He was descending the grain pit when a line shaft stripped off almost all his clothing. He was rescued without injury.

Atlantic, Ia.—O. W. Bunton, of G. H. Bunton & Son, was married to Miss Francis Plumer, of Silver City, on Dec. 11. They have gone on their wedding trip to Atlanta, Ga., Jacksonville, Fla. and other southern points and on their return will locate at Walnut, Ia.—G. H. Bunton.

Mount Ayr, Ia.—I have traded my stock and resigned my position as mgr. of the Iowa-Missouri Grain Co. which I held for 12 years. The headquarters of the company were changed this summer from Lamoni to this city. I am now out of the grain business.—C. R. Rauch, Davis City.

Robbins sta. (no p. o.) Ia.—This is a new station on the Hastings & Carson branch of the C. B. & Q. J. D. Robbins has given land for a switch and M. L. Evans will grant land upon which to build a depot and elvtr. when needed. Mr. Robbins has already planned an elvtr. of considerable size. This station is 5½ miles from Hastings.

SIOUX CITY LETTER.

A charge will be made for service in 3 depts., which has been performed in the past without charge. Inspection on all cars, where a condition card is issued, will be 20c; germination test made on any grain at the Board of Trade will be 50c; and a minimum fee of 50c will be asked for weighing hay in cars that are being unloaded, or 10c for individual loads.

At the annual meeting and election of officers of the Board of Trade J. A. Tiedeman was elected pres., W. H. Harter, vice-pres., C. C. Flanley, treas. and Jas. C. Mullaney, sec'y. The new directors are J. Leopold, M. King, E. A. Fields, J. J. Mullaney, A. L. Beardsley and C. J. Milligan. Commencing next year the board of directors will consist of 9 members, all present directors' terms expiring at the next annual meeting. The following com'tes have been appointed for year: Appeals: C. J. Zeller, J. J. Mullaney, W. H. Harter, M. King, Wm. Slaughter. Arbitrations: D. Webster, C. C. Flanley, J. Leopold, H. J. Hutton, E. A. Fields. Grain: J. H. McKeane, C. C. Flanley, Paul Larson, H. J. Hutton, D. Webster, E. A. Fields, M. King. Discounts: J. J. Mullaney, H. J. Hutton, J. H. McKeane.

KANSAS

Clinton, Kan.—C. C. Cooper will build a grain elvtr. on his farm.

Acres, Kan.—The Millers Grain Co., of Wichita, has succeeded the Farmers Elvtr. Co.

White City, Kan.—A 5,000-bu. elvtr. will be erected by R. M. Shephard, of Herington.

Belpre, Kan.—W. D. Hollaway does not operate an elvtr. at this station as was reported.

Netawaka, Kan.—Forrest Warren, of Atchison, is working in an elvtr. at this station.

Trousdale, Kan.—The Farmers Elvtr. Co. has its recently completed 20,000-bu. elvtr. in operation.

Atlanta, Kan.—W. H. Payne will buy grain here for the Rea-Patterson Grain Co., of Coffeyville.

Pierceville, Kan.—The Farmers will not build an elvtr. at this station before spring.—Geo. Meader.

Chetopa, Kan.—W. A. Wilmoth is now in charge of the grain business here for the Allen Meade Grain Co.

Bayard, Kan.—The Bayard Grain Co. has completed the elvtr. for which it let contract some time ago.

Greenleaf, Kan.—W. H. Callaway will build a concrete mill which he will operate in connection with his elvtr.

Delia, Kan.—I have rented my elvtr. at this place to the Derby Grain Co., of Topeka.—G. W. Roller, Norton.

Morland, Kan.—The Shellabarger Mill & Elvtr. Co. has sold its elvtr. and discontinued business here.—P. M.

Mayetta, Kan.—R. L. Miller has completed the new addition to his elvtr. It will hold 22,000 bus. of shelled corn.

Turon, Kan.—Earl Miller, of the Turon Mill & Elvtr. Co., was married recently to Miss Sadie Parker, of Burlingame.

Winfield, Kan.—On Dec. 9 Ralph N. Boster, an employe of the Baden Mills Co., was drowned by falling into the mill race.

Ellsworth, Kan.—An addition to double the capacity of the warehouse of the Ellsworth Mill & Elvtr. Co., is under construction.

Argonia, Kan.—I have succeeded Guy D. Gould as agt. of the Pacific Elvtr. Co. and he is now at Madera, Colo.—G. M. Fohling.

Ewell sta. (Conway Springs p. o.) Kan.—W. A. Adams, who had been ill in a hospital at Wichita, has returned to his home in this city.

Salina, Kan.—The annual meeting of the Farmers Grain Dealers Ass'n of Kansas will be held at Salina.—G. W. Lawrence, sec'y, Larned.

Sterling, Kan.—J. P. McQueen has succeeded Jas. Murphy as mgr. of the Farmers Shipping Ass'n. Mr. Murphy was mgr. only a few days.

Kingsdown, Kan.—The new elvtr. of the Kingsdown Equity Exchange has been completed at a cost of \$8,000. The White Star Co. had the contract.

Coffeyville, Kan.—William Fritts, father of F. M. Fritts, of the Rea-Patterson Grain Co., is critically ill. He is 86 years of age and is failing rapidly.

Kinsley, Kan.—The Kinsley Grain & Lumber Co. has remodeled its old elvtr. and both houses are in good condition to handle its business.—M.

Hopewell sta. (Haviland p. o.) Kan.—The Southwest Grain Co., of Stafford, has its new 10,000-bu. iron clad up-to-date elvtr. completed and in operation.—M.

Little River, Kan.—We have installed machinery for conveying ear corn to large adjoining barn and have made other improvements at a cost of \$1,500.—Burke Grain Co.

Fellsburg sta. (Haviland p. o.) Kan.—We are just starting in the grain business and have a 20,000-bu. elvtr. on the Anthony & Northern R. R.—W. H. Poling, Farmers Elvtr. Co.

Shook, Kan.—Having disposed of my interests here, I will soon sever my connection with the Barber Grain Co. after having been with it for the past 7 years.—G. W. Pratt.

Hedville sta. (Salina p. o.) Kan.—Work is progressing on the elvtr. now under construction for the C. E. Robinson Grain Co., of Salina. The White Star Co. has the contract.

Caney, Kan.—I did not close the deal for the elvtr. of the Caney Grain Co., which I was reported to have purchased.—M. E. Pennington, formerly at Kingfisher, Okla.

Wilmore, Kan.—H. M. Durant, formerly mgr. of the Farmers Elvtr. Co. at Ray, has succeeded W. H. Long, who recently resigned as mgr. of the Farmers Elvtr. Co.

Columbus, Kan.—Chas. Kelso will be in charge of our recently acquired plant at this place which we are using as an elvtr. Flour, feed and salt will be handled.—Kelso Grain Co., Cherokee.

Glendale sta. (Ft. Scott p. o.) Kan.—The C. E. Robinson Grain Co., of Salina, is building a 15,000-bu. elvtr. which will be in operation before the winter is over. This is a new town on the Salina Northern R. R.

Straight Creek, Kan.—The elvtr. of Hedge-Brown & Co. burned recently together with about 2,500 bus. of corn and 1,000 bus. of oats. No insurance was carried. This is the 3rd elvtr. on this site to be destroyed by fire.

Turon, Kan.—The general offices of the Turon Mill & Elvtr. Co. will be moved to Hutchinson the first of the year. W. J. Miller, who has been in the wheat dept., will act as supt., succeeding L. B. Miller who will manage the sales dept.

Atchison, Kan.—Fire Dec. 6 completely destroyed the 30,000-bu. iron clad handling elvtr. of the Cain Mfg. Co., containing 5,000 bus. of wheat. Loss, \$15,000; insurance, \$10,000. The blaze which started in the cupola is believed to have been caused by defective electric wiring. Preparations are now being made to rebuild on the same foundation.

Belpre, Kan.—The newly incorporated Farmers Elvtr. Co. is making plans for a line of elvtrs. to be erected along the new extension of the Anthony & Northern Ry. to Larned. The headquarters of the company will be here as this will be the junction of the new line with the Santa Fe. Work on the elvtrs. will not be started until spring. J. C. Brittain, Miss Runnels and Mrs. Flora Crooks, of Hutchinson, are stockholders.

North Topeka, Kan.—T. M. and W. A. Forbes, owners of the Kansas Valley Cereal Mill & Elvtr. Co., have retired from the active management of the business and have turned the affairs of the company over to their sons. W. A. Forbes has turned his part over to his son, Boyce Forbes, and T. M. Forbes has given his interest to his son, Harold T. Forbes. The 2 men, who established the business 27 years ago, will retain their financial interests.

Ashland, Kan.—We are remodeling our elvtr. The capacity above the dump was 3,000 bus. which was in 3 bins and we have now gone 7 ft. higher and 5 ft. deeper in the ground, putting in new 5-ton dump scales, a 12 h. p. oil engine, new belts, leg with 6x10 in. buckets and turnhead. We will build a 12x26 ft. office north of the elvtr. and a 10x18 ft. engine room west of it. The floors and foundations will be of concrete.—J. C. Edsall, agt. Millers Grain Co.

Larned, Kan.—Elvtr. mgrs. of this section are attempting to obtain a state grain inspector, who, with headquarters in this city, will inspect all grain from the southwestern district. This attempt is made on account of dissatisfaction with some grain inspectors at milling centers. They want inspection at shipping centers as well as receiving points to guarantee a square deal to shippers as well as buyers. Geo. W. Lawrence, sec'y of the Farmers Grain Dealers Ass'n, expects this request to be granted by the state administration.

KENTUCKY

Pineville, Ky.—H. S. Bowling has sold his interest in the Pineville Feed & Grain Co., to his partner, Mr. Weller.

Louisville, Ky.—A membership campaign will be started by Thos. F. Smith, pres. of the Board of Trade. Various changes will be made in the by-laws in order to make the exchange more interesting to prospective members.

Hopkinsville, Ky.—The recently incorporated Golden Grain Cereal Co., is negotiating for the plant of the Dalton Cereal Co.

London, Ky.—Firms springing up in the night have been using the mails to defraud. As a result 36 indictments were found against persons in Floyd, Johnson and Magoffin counties. Among the names used as references without permission are the Southwestern Milling Co., of St. Louis, Mo., the Louisville Seed Co., of Louisville, Ky., and the Henry Field Seed Co., of Shenandoah, Ia.

LOUISIANA

New Orleans, La.—An explosion of grain dust in the leg of Elvtr. "E" at Stuyvesant docks Dec. 14, is believed to have been caused by a piece of iron or other foreign material becoming wedged in the groove of the elvtr. leg which caused a spark and ignited the grain dust. The blaze was extinguished by firemen who heard the explosion. The total damage to the elvtr., which contained 1,500,000 bus. of grain, is about \$300.

MARYLAND

BALTIMORE LETTER.

W. J. Sheckells, representing Jackson Bros., of Chicago, Ill., is seriously ill at his home here.

The new reinforced concrete elvtr. of the Western Maryland Ry. Co. at Port Covington, was opened Dec. 15 for the handling of export and domestic bulk grain. It has been declared "regular" under the rules of the Chamber of Commerce.

Chas. England, J. Frank Ryley, R. C. Wells, T. M. Maynadier and W. F. Macneal have been chosen as the com'te to make nominations for the board of directors to be voted for at the annual election which will be held in January.

MICHIGAN

Copemish, Mich.—C. C. Bigelow has completed his new elvtr.

Hillman, Mich.—The Michigan Cereal Co. owns an elvtr. at this place which is not in operation.—X.

Valley Center, Mich.—The Richmond Elvtr. Co. owns the only elvtr. here. It is operated in the usual manner.—X.

Jeddo, Mich.—The Jeddo Elvtr. Co. has succeeded the Grant Elvtr. Co. which was a branch of the defunct Richmond Elvtr. Co.—X.

Brown City, Mich.—L. Lovejoy is mgr. of the Valley Hay & Grain Co. which has taken over the elvtr. and assumed the responsibility of the defunct Richmond Elvtr. Co.—X.

Stanton, Mich.—I have bot the 8,000-bu. elvtr. and storehouse of O. D. Van Deboget, and am putting up a feed mill in connection which will be in operation about Apr. 1, 1916.—W. E. Rasmussen.

Gladwin, Mich.—E. A. McGeorge & Son have installed up-to-date grain handling machinery in their elvtr. A cement basement has been placed under the elvtr. and the bean picking dept. moved to the 2nd floor.

Jackson, Mich.—Mgrs. of the elvtrs. of the Stockbridge Elvtr. Co. thruout the state were entertained by C. E. Noyes, pres. and other members of the company. Similar meetings will now be held twice a year.

Richmond, Mich.—Mrs. Katherine Ross, 76 years of age, died Dec. 10 from a nervous breakdown, reported to be due to the failure of the Richmond Elvtr. Co. in which she had her money invested. This is the 3rd death reported as the result of the elvtr. company's failure.

Saginaw, Mich.—The mid-winter meeting of the Michigan Hay & Grain Ass'n will be held in this city Feb. 3. The program com'te is at work and together with the entertainment com'te, promises to give you something worth while and to be remembered. Announcements will be made later.—John C. Graham, sec'y.

Pinconning, Mich.—The Farmers Elvtr. Co. has discontinued its corporate existence and has sold its elvtr. and other property to Val B. Klumpp for \$13,000. It is now operated as the Northern Elvtr. The Pinconning Elvtr. Co. is still in existence and operates a 40,000-bu. elvtr. here in which we are interested.—S. M. Isbell & Co., Jackson.

Battle Creek, Mich.—The report that certain men are negotiating with me for my elvtr. is incorrect. There is an old house in the city which I occupied a few years ago. It is owned by Barney & Son, of Chicago, Ill., and has been empty since I left it. Detroit business men talked of taking it over but nothing has been done so far regarding it.—A. K. Zinn.

Alpena, Mich.—While there are 2 large pea and bean elvtrs. and an elvtr. transacting general business here, there is also a good sized grist mill and buildings which have not been used for a few years. An effort is now being made to interest someone to operate it as an elvtr.—W. G. MacEdward, general freight and passenger agt., Detroit & Mackinac Ry. Co.

MINNESOTA

Ellsworth, Minn.—Ben Korf has succeeded Joe Redmond as agt. for L. B. Spracher & Co.

McIntosh, Minn.—The erection of an elvtr. is being discussed by the farmers of this section.

Altura, Minn.—J. H. Haus is building an elvtr. at this station and not at Rollingstone as was reported.—X.

Kenyon, Minn.—Julius J. Meyer has resigned as mgr. of the machine dept. of the Farmers Mercantile & Elvtr. Co.

Harold sta. (Crookston p. o.) Minn.—The 18,000-bu. elvtr. of the Monarch Elvtr. Co. burned Dec. 14 entailing a loss of \$17,000.

St. Clair, Minn.—J. Shiels is mgr. of the Farmers Elvtr. Co. which recently took over the elvtr. of the Hunting Elvtr. Co.

Duluth, Minn.—A private wire has been installed by the Armour Grain Co., of Chicago, Ill., and A. J. Orth has been placed in charge temporarily.

Duluth, Minn.—Notice of dissolution has been filed by the Peavey Duluth Terminal, a branch of F. H. Peavey & Co., of Minneapolis. It will discontinue business in this city.

Lake City, Minn.—The old Phelps Elvtr., owned by F. F. Bade, is being dismantled and the material will be used for other purposes. The house has been idle for a number of years.

Benson, Minn.—L. A. Larson is mgr. of the newly organized Benson Mill & Elvtr. Co. which has a 25,000-bu. elvtr. on the Great Northern R. R., attached to a mill.—W. E. Coles, Jr.

Palmer sta. (Waseca p. o.) Minn.—The Palmer Elvtr. & Mercantile Ass'n has built an elvtr. covered with galvanized iron, and warehouse which are now in operation. Electric power has been installed.

Winona, Minn.—The Western Elvtr. & Grain Co. incorporated to continue the business of the Western Elvtr. Co.; capital stock, \$75,000; incorporators, Chas. P. Crangle, pres., Belle H. Crangle, vice-pres. and James Ritchie, sec'y-treas.

Chisholm, Minn.—The Chisholm Produce Co. is building an elvtr. for grain and feed on the shore of Longyear Lake. It will be 22 ft. square and between 25 and 30 ft. high. If arrangements can be made the hoppers and other machinery will be operated by electricity. A gasoline engine will be installed. F. C. Gmeiner is mgr.

Ghent, Minn.—The elvtr., office, feed and coal sheds of G. W. Van Dusen & Co. burned Dec. 10. Loss is estimated at about \$15,000. About 5,000 bus. of grain, a car of oats, a half car of barley on track, 400 sacks of flour and 175 tons of coal was also destroyed. The company intends to do business in the old elvtr. of the Western Elvtr. Co. and will rebuild its coal sheds on the old site.—Farmers Elvtr. Co.

MINNEAPOLIS LETTER.

A. M. Sheldon has sold his interest in the Imperial Elvtr. Co. and will engage in a different line of business.

Herbert S. Bliss, who had been with the Gould Grain Co. and for the past year with the Dalton-Gould Co., died Dec. 8.

The Globe Elvtr. Co. incorporated; capital stock, \$900,000; incorporators, Frank T. Heffelfinger, F. B. Wells and others.

Yerxa, Andrews & Thurston, who operate a mill and elvtr. have increased their capital stock from \$300,000 to \$750,000.

We have engaged in the grain business in this city and are buying and selling North Dakota grain.—P. A. Highum, of P. A. Highum & Co.

The A. J. Atkins Grain Co. has been organized by A. J. Atkins with offices in the Chamber of Commerce Bldg. Mr. Atkins entered the grain business with the Peavey Elvtr. Co. and was later local mgr. for the Hoover Grain Co., of Duluth.

J. K. Elliott and G. E. Sanborn, of the J. K. Elliott Grain Co., were arraigned before Judge Dickinson on 2 indictments each, charging falsification of statements to obtain credit and were released on a bail of \$5,000. It is charged that they represented their liabilities last August as \$21,000 when the amount was approximately \$50,000, and that the company was worth \$42,000 when it was insolvent.

On account of heavy grain receipts railroad officials took preventive measures Dec. 11 against threatened congestion of Minneapolis yards. The Soo line refused to deliver more incoming grain to the Great Northern or Chicago Great Western trackage or the milling district switching road. A partial temporary embargo was announced by the Western weighing and inspection bureau and the Minneapolis and Eastern issued notice of a temporary blockade. E. F. Potter, ass't general mgr. of the Soo line, P. L. Clarity, supt. of the Great Northern, A. J. Strouts, ass't supt. of terminals of the Omaha road, W. T. Fraser, Cereal Grading Co., G. A. Morris, Electric Steel Elvtr. Co., and H. A. Feltus, of the Van Dusen-Harrington Co., are members of a joint terminal com'te which recommended the appointment of a special inspector to check up the car situation in the grain terminal yards here. On Dec. 17 the com'te found the situation much relieved.

MISSOURI

Ridgeway, Mo.—A new concrete foundation has been placed under the elvtr. of Ury & Redinger.

Hancock, Mo.—We expect to put in a cleaner and make some additions to our elvtr.—M. O. Mitchell & Son.

Adrian, Mo.—The Farmers Elvtr. Supply & Mfg. Co. has recently erected an iron clad warehouse south of its elvtr.—M.

Hume, Mo.—The Thurman-Davis Grain Co. will have a new elvtr. here. This company recently succeeded the Missouri & Kansas Grain Co.

King City, Mo.—The C. E. Frederick Grain Co. operates the only elvtr. here. It was not sold to W. C. Evans as reported some time ago.—X.

Clark, Mo.—C. E. Shock & Son have secured permission to build a one-story mill on the C. & A. R. R. in the spring. They will not build an elvtr. as was reported.—X.

Mexico, Mo.—A cash grain office has been established here by Jas. E. Bennett & Co., of Chicago, Ill., to take the place of Payne & Becker, who recently made an assignment.

Ethlyn sta. (Monroe p. o.) Mo.—C. C. Brown is mgr. and Geo. S. Brown, silent partner of the Brown Mercantile Co., which conducts the elvtr. here in connection with the general store.—B.

Russellville, Mo.—We did not build the elvtr. we talked of last spring. The formation of a farmers elvtr. company did not materialize. We are still here and will continue for another year so far as I know.—W. E. Hunsaker, W. E. Hunsaker & Co.

Oran, Mo.—B. C. Merriwether has succeeded me in the grain business at this station.—Geo. R. Hutson, Charleston.

Forest City, Mo.—I am now with the Farmers Elvtr. Co. The elvtr. will be repaired and up-to-date machinery will be installed. When completed the elvtr. and mill will be operated by electricity.—H. E. Combs, formerly at Clearmont.

Charleston, Mo.—I am in the grain business at this place. I buy direct from the farmer and load into cars over the I. M. and Cotton Belt Rys. Nearly all the grain I handle is in sacks. I have no elvtr. or warehouse at present.—Geo. R. Hutson, formerly at Oran.

KANSAS CITY LETTER.

Jas. E. Bennett & Co., of Chicago, Ill., have established a branch office in the Orear Bldg. Joseph Laird is in charge temporarily.

The many friends of J. F. Parker, of the Parker Corn Co., will regret to learn of the serious illness of himself and family with pneumonia.

The Taylor Grain Co., of Omaha, Neb., has opened a branch office in this city with Mr. Sturtevant, formerly a member of the company, in charge.

A private wire has been installed by A. O. Slaughter & Co., of Chicago, Ill. which is represented by J. K. Christopher and the Simonds-Shields Grain Co.

The new 300,000-bu. reinforced concrete elvtr. of the C. & A. Ry. has been completed and is now being operated by E. D. Fisher & Co. and the Kaw Elvtr. Co.

F. M. Corbin, of B. C. Christopher & Co., is rapidly recovering from the injuries received in a recent automobile accident and will soon be able to discard his crutches.

Geo. A. Aylsworth, of the Aylsworth-Neal-Tomlin Co., will be married this winter to Miss Josephine Clark, daughter of Robt. R. Clark, pres. of the Aunt Jemima Mills Co., of St. Joseph, Mo.

Mather C. Culp, of Alton, has been appointed by Commissioner James T. Bradshaw as grain inspector for a new elvtr. recently completed. He is an expert grain man, having served for 6 years as inspector in St. Louis.

The temporary woodwork in, around and on the roof of the new elvtr. under construction for the Kansas City Southern Ry., was damaged by fire Dec. 16. The house was to have been completed by January. The Norris Grain Co. will operate it when finished.

Members of the Board of Trade, by a majority of 84 votes, approved an amendment to the constitution increasing the power of the directors over members connected with non-members or outside grain corporations or firms. The new rule is designed to prevent any member from becoming a partner in or officer of a firm which might bring the exchange into bad repute. An amendment was defeated, at the same election, which provided that the seller as well as the buyer of grain in carlots could call reinspection on samples by making notification of such action by 1 o'clock on the 2nd succeeding day after the sale.

ST. LOUIS LETTER.

The offices of the Standard-Tilton Mlg. Co. will be moved Jan. 1 to larger quarters.

Joseph Ismert, pres. of the Des Peres Mlg. Co., is rapidly recovering from a recent stroke of paralysis.

John H. Watson, mgr. of the St. Louis Grain Clearing House, was bereaved recently by the death of his mother.

Clarence Sears, of the Langenberg Bros. Grain Co., and I. M. Schwartz have applied for membership in the Merchants Exchange.

The Stein Hay & Grain Co. sustained a loss of approximately \$10,000 when the brick building occupied by it was destroyed Dec. 10 by fire which followed 2 explosions.

Adolph Hezel, of the Hezel Mfg. Co., will assist his brother, Carl Hezel, who is pres. of the company, in buying cash wheat on the floor. He has applied for membership in the Merchants Exchange.

The branch office of Jas. E. Bennett & Co., of Chicago, Ill., has been moved from the Victoria Bldg. to larger quarters in the Chemical Bldg. E. W. Lansing is the St. Louis mgr. and T. A. Carter is mgr. of this branch office.

The annual election of the Merchants Exchange will be held Jan. 9. Thos. K. Martin, vice-pres., according to custom, will undoubtedly be a candidate for pres. Jacob Schreiner, of the Schreiner Grain Co., has announced his candidacy.

Henry Frederick Langenberg, pres. of the Langenberg Bros. Grain Co., and former pres. of the Merchants' Exchange, died Dec. 18 from heart disease, from which he had been suffering for several months. He was born near Hermann, Mo., Aug. 18, 1846, and entered the grain commission business in 1877. He is survived by his widow and three children.

No change will be made in our company on account of the retirement of E. L. Waggoner on Dec. 1. He left us, very much to our regret, to take a long rest for the benefit of his health. He had been connected with us for about 7 years and was located in this city for about 20 years. We will continue to operate under our present name.—Marshall Hall, of Marshall Hall-Waggoner Grain Co.

The following amendment to the by-laws of the Merchants Exchange was voted upon Dec. 16 and carried with a vote of 112 for and 26 against: Propositions to make new by-laws or rules, or to amend existing by-laws or rules, shall not be submitted to a ballot of the members unless adopted by a vote of the board of directors at a regular meeting, except as provided in paragraphs 4 and 5 of this article. Such a proposition may be submitted to the board of directors at any regular meeting by endorsement and recommendation in writing signed by at least 50 members. It shall then be approved or disapproved at the next regular meeting of the board, or at a special meeting before the date of such regular meeting, and, if approved by the board, shall be submitted to a vote of the members within 20 calendar days thereafter. If the proposition is disapproved by the board, it shall forthwith be posted prominently in the trading room of the exchange for 10 calendar days, with the reasons for its disapproval by the board. A disapproved proposition may, after the expiration of said 10 days, be referred to a vote of the members by the submission to the board, at a regular meeting, of a new endorsement and recommendation in writing, signed by at least 10% of the members in good standing, and it shall thereupon be the duty of the board to order a vote of the members to be taken within 20 days in accordance with paragraphs 1 and 2 of this article.—Eugene Smith, sec'y.

MONTANA

Chester, Mont.—The Equity Society will build an elvtr. here.

Merino, Mont.—Two grain elvtrs. are in operation at this station.

Red Lodge, Mont.—I am out of the grain business and have no successor.—Frank McCleary.

Billings, Mont.—W. P. Ladd is in charge of the branch office here for the H. Poehler Co., of Minneapolis, Minn.

Columbus, Mont.—Farmers have organized a company to build an elvtr. which will be ready to handle the 1916 crop.

Raynesford, Mont.—The Equity Co-operative Ass'n has completed its new 30,000-bu. elvtr. and is taking in grain.—M.

Grandview, Mont.—The Equity Elvtr. Co. has finished the foundation for its new elvtr. and has now started the concrete work.

Three Forks, Mont.—A. F. Eckenbeck is mgr. of the grain dept. of the Three Forks Mfg. Co. which recently built an elvtr. here.

Joplin, Mont.—The Equity Elvtr. & General Trading Co. has built a 40,000-bu. up-to-date elvtr. and now has it in operation.—M.

Cartersville, Mont.—The Farmers Elvtr. Co. has been out of the grain business for the past year. This is a good location for an elvtr. as all grain is now hauled to Rosebud.—X.

Hysham, Mont.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Geo. S. Warren, W. S. Gardner and W. G. Cooley. The company has let contract for an elvtr.—M.

Ware, Mont.—H. I. Slack has brot suit against D. E. Brown, elvtr. owner. He complains that he contracted with Mr. Brown in August to deliver 10,000 bus. of wheat at an agreed price of 90c a bu. and thereafter proceeded to deliver a total of 10,196 bus. after deducting for dockage. On this he received \$2,500 and he asks judgment for the balance, \$6,676. Accounting for the extra 196 bus., Slack alleges that the defendant thru manipulation of his scales, secured an over delivery of one bu. to the load. D. M. Ward, head of the state dept. of weights and measures at Helena, is in this city to investigate the matter.

Helena, Mont.—A list for Montana has been compiled by J. E. Templeton, state grain inspector, showing a total of 552 grain elvtrs., warehouses and mills, of which 450 are elvtrs., 57 are warehouses and 45 are flour mills. He estimated that about 12 are now being erected. Non-residents operate 222 line elvtrs., headquarters for which are in other states. Local business men own 285 and 25% are under the control of farmers organizations. The elvtrs. and warehouses have a total storage capacity of 14,850,000 bus. and are located at 261 railroad stations. The Great Northern Ry. has 131 elvtrs. located on its line. The state grain inspection dept. has issued 350 licenses to elvtrs. authorized to do a grain storage business.

Helena, Mont.—J. E. Templeton, chief grain inspector, issued Bulletin No. 1 Dec. 15 cautioning grain buyers not to dock grain bot for future shortage, but only for dirt, and only on wheat, rye and flaxseed, advising buying agents that under their bonds to their employers they are not liable for loss by grading, heating, drying, leakage of cars, or defective weighing apparatus. Mr. Templeton alleges that "cases have been reported where buyers make it a practice to take one pound dockage on all wheat received, regardless of its condition. While one pound to the bushel is about the average dockage on wheat, and a buyer taking this amount on all will break about even, the practice must be stopped as the farmer with clean grain should not be made to stand the loss of the one with a greater amount of dockage. Instead of buyers making up for actual or imaginary shortages by means of wrongful weighing and docking, they are expected to take all such things into consideration in fixing the prices to be paid for grain."

NEBRASKA

Silver Creek, Neb.—E. L. Ives is mgr. of the Farmers Elvtr. Co.—S.

Alma, Neb.—Walter H. Lewis, 55 years of age, a retired grain dealer at this place, died Dec. 7.

Riverdale, Neb.—The Riverdale Elvtr. Co. will install a Hall Signaling Distributor in its elvtr.

Blue Springs, Neb.—J. Windle, of Salem, has opened the 14,000-bu. elvtr. of James McGuire and will operate it this year.

Beatrice, Neb.—The Dobbs Grain Co., of Virginia, which bot the elvtr. formerly owned and operated by H. A. Alexander has moved its headquarters to this city.—M.

Gandy, Neb.—An addition is being built to the elvtr. at this station.

Kenesaw, Neb.—Otto Ernest is now mgr. of the Farmers Lumber & Elvtr. Co., of Prosser.

De Witt, Neb.—The Farmers Elvtr. Co. has put a new covering of sheet iron on its elvtr. and a new foundation under it.

Mitchell, Neb.—The Mitchell Elvtr., under the management of Mr. Davis, is being remodeled. A new and large engine has been installed.

Ashton, Neb.—The Farmers Elvtr. Co. is putting a new roof on its flour and feed warehouse. It has recently rebuilt its corn cribs.

Pickrell, Neb.—M. A. Willis, formerly of Rockford, is in charge of the elvtr. of the Farmers Elvtr. Co. during the illness of James Wilson, who is mgr.

Coleridge, Neb.—The Holmquist Grain & Lumber Co. has purchased the elvtr. of the defunct P. B. Mann-Anchor Co. which has been idle for about a year.—S.

Haigler, Neb.—We have completed an addition to our elvtr., making the total capacity about 15,000 bus.—Chas. Balderson, mgr. Haigler Equity Exchange.

Preston, Neb.—There is nothing in the report that the farmers will build an elvtr. here as we already have 2 good elvtrs.—John Pearson, agt. Central Granaries Co.

Liberty, Neb.—The Liberty Grain Co. shipped out a car of new shelled corn Dec. 16 which is the first that has been shipped from this station for two and one-half years.

Southbend, Neb.—I have leased the elvtr. on the C. R. I. & P. R. R. and will buy and ship grain. I took possession Nov. 15 and have shipped 3 cars of grain since that time.—W. B. Essick.

Naponee, Neb.—We bot the elvtr. of the Republic Valley Grain Co., Dunn & Day, props., for \$4,000, and started business Dec. 20 with Fred Polly as mgr.—S. Losey, sec'y Naponee Equity Exchange.

Hubbell, Neb.—On Dec. 14 the floor of the Farmers Elvtr. Co. was discovered to be on fire. The blaze was quickly extinguished with a few buckets of water. Tramps are believed to be responsible.

Barneston, Neb.—The recently organized Farmers Co-operative Union Ass'n incorporated; capital stock, \$20,000. The ass'n will purchase one of the elvtrs. here and will buy and sell grain, seeds, hay and merchandise.

Utica, Neb.—We have sold our elvtr. and coal sheds to the Farmers Grain Co., giving possession Dec. 1. The company will run both houses, using one for wheat and the other for corn and oats.—M. R. Beckord, mgr. for Fritz Beckord.

Benson, Neb.—The elvtr. of Joseph McGuire, containing 5,000 bus. of oats, 3,000 bus. of corn and a large quantity of grain and machinery, burned Dec. 14. Four large electric motors were destroyed. The loss is partly covered by insurance.

Norfolk, Neb.—E. W. Wagner & Co., of Chicago, Ill., have opened a branch office in the Bishop Block. V. P. Wittenmeyer will be mgr. and J. O. Yount will have charge of the wire. Both men were formerly with Logan & Bryan at Sioux City, Ia.

Hoag, Neb.—Rolla Arthur, formerly mgr. of the Farmers Elvtr. Co., and Mr. Wilkinson have leased the elvtr. of the Central Granaries Co. and will do a general grain business. H. B. Hall, of Davenport, has succeeded Mr. Arthur as mgr. of the Farmers Elvtr. Co.

Fremont, Neb.—The Farmers Union Ass'n has let contract for a 20,000-bu. reinforced steel clad cribbed elvtr. with concrete foundation to G. H. Birchard. Equipment includes a 15-h. p. oil engine, a 5-ton steel frame wagon scale, Richardson Automatic Scale, Barnard & Leas Separator, Standard Boots and Distributors and Success Manlift. Heavy galvanized screens will be placed at all the windows and

copper cable, well grounded, at all corners. A large office and engine room will be in connection with the driveway which will be made as nearly level with the ground as possible for an easy grade to the dump. The wagon scale and office will be erected at once and the remainder early in the spring.

Dorchester, Neb.—W. J. Reid has been mgr. of the Farmers Elvtr. Co. He has lived in this community for 40 years. He came from a farm and brot the company from sad financial distress to a state of affluence. Now the company feels that it can lessen expenses by dispensing with Mr. Reid's services.—S.

Bertrand, Neb.—A 22,000-bu. elvtr., feed mill and ear corn handling plant have been built at the Roy Ford Ranch near this city. The basement is of heavy concrete and all the bins have concrete hoppers. The crib, adjoining the elvtr., has a capacity of 10,000 bus. of ear corn and is divided into 4 bins, 30 ft. deep and provided with ventilators thru all bins. The frame is very heavy and strong and all thoroly painted and has a shingle roof. Equipment includes a 20-h. p. portable oil engine, a Barnard & Leas Separator, Bowsher Grinder for feed and ear corn, Standard Ear Corn Boot and Distributor and a Success Manlift. Ear corn will be dumped into a large concrete hopper and fed to the elvtr. from which it will be elevated to the grinding bin over the grinder or to the crib bins as desired. Mr. Ford is one of the large feeders of this section. This plant, which was built by G. H. Birchard, was in operation on Dec. 10 and completed Dec. 20.

OMAHA LETTER.

C. D. Sturtevant, of the Cavers-Sturtevant Co., with his wife, has returned from San Francisco.

Merriam & Millard have installed a Monitor-Wegner Twin Type Metal Dust Collector for their Monitor Clipper.—S.

The fire insurance rate on the new Grain Exchange Bldg. is only 24c for each \$1,000 on account of its fireproof construction. This is the lowest rate quoted on any building in this city.

The partnership existing between Frank J. Taylor and Mr. Sturtevant, under the name of the Taylor Grain Co., has been dissolved, Mr. Sturtevant retiring from the business. He is now located at Kansas City, Mo.

C. P. Moriarity, who travels for the Welsh Grain Co., was boarding the way car of a freight train at Tyndall, S. D., when the train bumped the way car, knocking Mr. Moriarity into the door and breaking his right arm at the wrist.

H. W. Pollock, of the Albers & Pollock Grain Co., John J. Martin, who will travel for the M. C. Peters Mill Co., and A. B. Schreiber, mgr. of the Schreiber Hay & Grain Co., handling grain, mill feed and hay, have applied for membership in the Grain Exchange.

NEW ENGLAND

Plymouth, N. H.—The H. Little Grain Co. has been incorporated with a capital stock of \$10,000.

Manchester, N. H.—The Annis Flour & Grain Co. has made an assignment in favor of its creditors.

Fairlee, Vt.—E. T. & H. K. Ide have opened their grain, coal and flour business here with Wm. Rutledge in charge.

Woonsocket, R. I.—Wm. E. Capron, who had been in the grain business here for years, died Dec. 10 of heart disease.

Waterbury, Conn.—Merrill D. Leonard, of the Spencer Grain Co., has purchased a building to provide proper facilities for the company.

Suffield, Conn.—Spencer Bros. are negotiating for the grain business of Arthur Sikes, which is across the street from their grain elvtr., grist mill and storage room.

Winooski, Vt.—The Burlington Flouring Co., of Burlington, is installing an electrically driven elvtr. and power shovel at its warehouse.

Springfield, Vt.—Nelson Bros. have bot the business of the F. Z. Preston Feed & Grain Co. Lewis Nelson, who is in the grain business at Contoocook, N. H., and his brother, George D. Nelson, are the members of the firm.

Pawtucket, R. I.—John A. Tillinghast, trustee in bankruptcy of the estate of Peter Lennon, a grain dealer, brot suit to recover a preference alleged to have been given to James McLaughlin in the shape of a chattel mortgage for \$4,000 said to have been executed Dec. 13, 1913.

Boston, Mass.—The MacBrine Grain Co. has entered the grain business with offices in the Chamber of Commerce Bldg. Arthur E. MacBrine, who was representative here for the Nye-Jenks Grain Co., for several years, is pres. and treas., Chas. H. Brand, vice-pres., and B. F. Van Vliet, sec'y, of the company, which has a capital stock of \$25,000.

Boston, Mass.—At the organization meeting of the executive com'te of the grain board of the Chamber of Commerce for 1916 the following were elected: William D. Fulton, chairman; William S. Leavitt, vice chairman; Henry A. Bascom, Matthew D. Benzaquin, Fred H. Brown, William A. Campbell, George W. Collier, George W. Crampton, Rodney T. Hardy, Harry S. Leviston, Edward MacLeod and Henry P. Smith. This com'te considers all matters affecting the grain trade of the exchange and makes recommendations on its findings to the directors for their action.

NEW JERSEY

Lakewood, N. J.—Logan & Bryan, of Chicago, Ill., have opened a branch office in the Laurel House with Ferdinand Fetherstone as mgr.

NEW YORK

Troy, N. Y.—John D. Westfall, formerly in the grain and feed business here, died recently at the age of 77 years.

Syracuse, N. Y.—The Churchill Grain & Seed Co., of Buffalo, has let contract for a 50,000-bu. elvtr., 18 concrete bins, and a 42x54 ft. reinforced concrete fireproof plant, 4 stories high, to replace the plant of the Syracuse Mlg. Co., which burned Oct. 7.

Seneca Falls, N. Y.—B. H. Winchester, of Newark, N. J., has made the Chamber of Commerce a proposition regarding the erection of an elvtr. If business men and grain producers of this section provide \$20,000 for its erection he offers to assume personal charge of the management in connection with several others thru the state which he now controls. He agrees to pay all maintenance items the first year and to pay 2% on the investment, increasing it to 4% the 2nd year and to 6% from the 3rd year on. A com'te is trying to find an available location where the elvtr. could handle to advantage, grain received from wagons or from boats on the Barge canal and in turn transfer it to the railroad.

BUFFALO LETTER.

For injuries alleged to have been received while shoveling grain in the hold of the steamer Mauch Chunk, owned by the Lehigh Valley R. R., Thos. Evans and Cornelius Coughlin have brot suit for \$15,000. Both were employed as scoopers. They complain of negligence on the part of the owners and officers of the boat. When they were shoveling grain in the hold of the steamer last October when she was moored at the Export Elvtr. a skid hanging overhead gave way and fell on them, knocking both the men down. Coughlin seeks damages of \$10,000 with injuries of both legs and collar bone broken and internal injuries. Evans asks

for \$5,000, alleging that he was cut and bruised and internally hurt. The vessel is tied up for the winter in the local harbor, and the attorneys on both sides have reached an agreement they will not have the boat taken into charge by the United States marshal's office.

NEW YORK LETTER.

Edward W. Snyder is now a member of the firm of Maguire & Jenkins.

Oscar K. Lyle, traveling representative for S. B. Chapin & Co., is on the sick list.

John W. Seaman, of Maguire & Jenkins, has applied for membership in the Produce Exchange, and Raymond C. Rose, of J. F. Hammers & Co., has been admitted to membership.

The partnership existing between Paul Bertuch and Ewart M. Brunn, under the name of Hagemeyer & Brunn, has been dissolved, and Mr. Bertuch will now operate an independent shipping and commission business.

The annual year end entertainment for the poor children of lower New York, is being prepared by members of the Produce Exchange. About 2,000 children will be entertained and receive presents at a cost of \$3,000 which is the gift of the members.

NORTH DAKOTA

Tasker, N. D.—The Smith-McClure Grain Co. will erect an elvtr. this season.

Judson, N. D.—The elvtr. of the Farmers Elvtr. Co. was damaged by fire recently.

Kempton, N. D.—W. W. Wilcox, pres. of the Farmers Elvtr. Co., died suddenly Dec. 18.

Beach, N. D.—Dan Wilson, of Berea, has bot the elvtr. formerly operated by Brault & Delany.

De Lamere, N. D.—H. H. Hansen has purchased an elvtr. here and now owns 2 in this town.

Woodworth, N. D.—The erection of an elvtr. is being discussed by the farmers in this vicinity.

Kilbennie sta. (Merricourt p. o.), N. D.—The Caldwell Elvtr. Co. owns and operates the only elvtr. at this station.—X.

Kellys, N. D.—The elvtr. of the Thorpe Elvtr. Co., and contents, burned Dec. 16. The cause of the fire is not known. Loss. total.

La Moure, N. D.—George and C. C. Crum have bot the elvtr. and grain business formerly conducted by the Johnson Bros. Elvtr. Co.

Edgeley, N. D.—Archie Ham had his arm broken above the wrist when it caught in a belt at the elvtr. of the Pomona Valley Farmers Elvtr. Co.

Portland, N. D.—The elvtr. of the Co-operative Elvtr. Co. is rapidly nearing completion and is already receiving and shipping grain. L. O. Odegaard is in charge.

Hankinson, N. D.—I have not definitely decided to build an elvtr. and flour mill at this place, but if I do build it will not be before spring.—H. E. Heimerdinger, Paynesville, Minn.

Haynes sta. (Hettinger p. o.), N. D.—O. E. Wilhelm, agt. of the Western Lumber & Grain Co., sustained a badly injured arm while assisting to manage a team for a patron of the elvtr.

Wild Rice, N. D.—The elvtr. of the Baldwin Elvtr., together with 1,500 bus. of wheat and 30 tons of coal, burned Dec. 13. The fire probably started from an overheated stove or from sparks from the stove. Clare Cobb is the agt. in charge.

Rock Lake, N. D.—Carl Thorsett, agt. of the Farmers Elvtr. Co., barely escaped with his life when his clothing caught in the elevating machinery which he was operating. Both legs were broken and several ribs crushed. He was alone in the elvtr. at the time but managed to reach the telephone and obtain aid.

Kildeer, N. D.—Ted Evold, of Hebron, has purchased the elvtrs. of Olson & Werner at this place and Werner. He expects to open the one at this station as soon as a grain buyer can be secured.

Williston, N. D.—Proceedings against the Victoria Elvtr. Co., of Minneapolis, Minn., under the anti-discrimination act, will no doubt be dropped by the state of North Dakota as it was found that the company had paid fair prices for grain.

Lansford N. D.—Thos. Reilley has brot suit against the Farmers Elvtr. Co. on a storage ticket, and the Northern Trust Co., on a bond. This suit is the outgrowth of the storage of grain nearly 5 years ago.

Casselton, N. D.—Mrs. Chris Schroeder has brot suit for \$1,200 against the Harmony Stock & Grain Co. She alleges that her husband bot stock in the company in October, 1913, and that she and her husband worked for the company until March, 1915, Mr. Schroeder being employed as foreman. In March they sold out their interests and moved to Detroit, Minn.

Minot, N. D.—The Minot Farmers Grain Ass'n has been granted a new trial of the suit brot by the Scofield Implement Co. to recover for grain sold and delivered by a farmer named Kershtien, who had given a chattel mortgage for \$5,680. As instructed by Kershtien the Farmers Grain Ass'n paid over part of the proceeds of the sale to the mortgagee, but the implement company alleges the mortgage is invalid.

Portal, N. D.—C. R. Shorb, mgr. of the Portal Grain Co., was grinding feed at the elvtr. recently and went down underneath to oil the main shaft which drives the mill. His sweater caught in the set screw which holds the pulley in place and he was hurled around the shaft about 12 times before his clothing gave way, letting him loose. His clothing was torn from his body with the exception of his shoes and socks and his watch was ground to atoms before he escaped. On examination it was found that 5 ribs were broken and severe bruises sustained.

Grand Forks, N. D.—Leased elvtr. sites by the hundred were sold for the first time at delinquent taxes sales thruout this state Dec. 15. The sales came about thru the fact that the state tax commission a year ago ordered this property on the assessment rolls. Heretofore it has been assessed with the right-of-way of the railroad companies, but the tax commissioners contention that the lease holders should be compelled to pay a separate tax on the property has just been accepted by the supreme court of North Dakota. The decision probably will be appealed.

OHIO

Uniopolis, O.—The Rinehart Grain Co. has installed a feed grinder in its elvtr.

Wren, O.—W. G. Campbell, connected with the Wren Elvtr. Co., died Dec. 17, aged 57 years.

Graytown, O.—Henry Bolte is mgr. of the newly acquired elvtr. of the Ottawa County Co-operative Co.

New Hope sta. (Campbellstown p. o.), O.—We have added to our elvtr. a small room to consume the dust from the cleaner.—Richards Bros. Co.

Columbus, O.—James H. McDerment, for 22 years in the grain business in this city, died of bronchitis Dec. 4 at Westerville where he had been living since 1904.

Fostoria, O.—The Farmers Exchange Co., which recently took over the elvtr. and mill of Bushman Bros., will remodel the plant at an expense of several thousand dollars.

London, O.—Thos. and Benjamin Wood, of F. J. Wood & Sons, have assumed full control of the elvtr. here, their father, F. J. Wood, taking charge of the elvtr. at Lilly Chapel.

Belmore, O.—Farmers in this section are planning to form an elvtr. company.

Deshler, O.—The recently incorporated Farmers Elvtr. Co. has increased its capital stock from \$12,000 to \$25,000 and elected Wm. Eisaman as pres. and Henry Schnaveley, sec'y.

Ankenytown, O.—We are installing a new elevating system in our elvtr., manufactured by the Philip Smith Co., and are also remodeling the storage bins.—Clay Syler, Syler Bros.

Dallas Crossing (Urbana p. o.), O.—We are putting in a new sheller. Electric power was installed last summer, as we intended to make other improvements later.—C. E. Young & Son, Lima.

Alpha, O.—Frank C. Hubbell is pres., E. J. Ferguson, vice-pres., and Ralph Munger, sec'y-treas., of the Alpha Seed & Grain Co., which recently incorporated to operate the elvtr. of Frank C. Hubbell.

Rogers, O.—Binsley & Co., who operate a grain and feed mill at Lisbon, are planning to build a grain elvtr. and mill here in the spring. A similar branch of their business was established at Elkton last year.

Medina, O.—The west elvtr. of the Farmers Elvtr. Co., containing 3,000 bus. of oats and more than 3,000 bus. of other grain, burned Dec. 17. Loss, total; insurance, \$8,000. The fire started in the engine room. A car of wheat on the track was pushed away and did not burn. The house will be rebuilt or an addition will be built to the company's east elvtr.

Bellevue, O.—Jesse Buckingham, who has been mgr. of the Farmers Grain Co. for the past 5 years, has resigned and will operate the elvtr. here which he bot about 2 years ago. It has been operated in connection with the elvtr. of the Farmers Grain Co., having been leased from that company. Wm. Keiner, who has been with the W. H. Gardner Grain & Mill Co. for a number of years, will succeed Mr. Buckingham as mgr.

Rockford, O.—Lewis Eckhart is pres. and mgr., M. L. Tice, vice-pres., and H. F. Hays, sec'y and treas., of the Rockford Equity Exchange Co., which now owns and operates the elvtr. formerly belonging to us. We will continue our office in town and are operating our elvtrs. at Willshire and Schumm on the T. St. L. & W. R. R. and the one at Mercer on the C. H. & D. R. R. We are handling grain in car lots.—Behmyer Bros.

Sidney, O.—The Miami Valley Grain Dealers Ass'n is holding a series of meetings in this city that bids fair to eclipse any movement that has ever been launched by it. Grading and buying grain on its merits, being the most important question with which grain dealers have to deal, was chosen as the subject for the first meeting. About 80 farmers were present and the subject was fully discussed, after which a rising vote by the farmers was unanimously given in support of the movement. Other important subjects will be taken up at future meetings. The following notice is to be posted in all elvtrs. of the members: "This elvtr. will buy all grain and seed in accordance with the federal government grades of standard commercial grain. Full market prices will be paid for grain of standard grade only. Other grades discounted according to their quality. We ask the farmers to co-operate with us in the enforcement of these grades."—E. T. Custerborder & Co.

Findlay, O.—Thomas C. and Philip Linger, doing business as the Ohio Hay & Grain Co., are in contentions with Harvey D. Syler, Jr., and Abigail Garber-Syler over a large part of the hamlet of Mortimer, upon which is located a grain elvtr. alongside the Nickel Plate Ry. Mr. and Mrs. Syler as plaintiffs, in the common pleas court, claim they are entitled to a deed for the property upon payment of a balance of \$1,200 due the grain company. The T. & O. C., C. H. & D. Railroads, Buckeye National Bank, the Arcadia Bank

and others are mentioned with the Linger brothers as defendants. Mr. and Mrs. Syler claim they entered into a contract with the grain company to exchange a farm of 160 acres in Morrow county for the land in Mortimer, which is 267 ft. long and 80 ft. wide. In addition, they were to pay the Findlay concern a balance of \$2,500. The plaintiffs claim that the grain company has taken possession of the Morrow county farm and still retain the deed for the Mortimer property, and ask that the deed be turned over to them.

CINCINNATI LETTER.

The Chamber of Commerce held its annual election on Dec. 22.

The Richter Grain Co. has decreased its capital stock from \$150,000 to \$20,000.

The Chamber of Commerce has accepted the proposition of the Grain & Hay Exchange to set aside an exclusive space on the exchange floor and to limit official weighing of grain and hay to members of the exchange. For this privilege the exchange is to pay \$2,000 yearly.

TOLEDO LETTER.

The Young Grain Co. has removed its offices to the Second National Bank Bldg.

The board of directors of the Produce Exchange feel that an unjust tax has been put upon the grain trade the past year and that the iron, coal, lumber and especially munitions should share in the revenue tax. It passed a resolution Dec. 9 favoring a reduction in the tax on grain trades from 1c to ½c, or not more than ½c, on each \$100 and is opposed to any increase in commission brokerage license. Will you do what you can to secure equitable tax for the grain trade?—F. O. Paddock, pres.

OKLAHOMA

Holdenville, Okla.—C. D. Wood has constructed an elvtr. here.

Blackwell, Okla.—The Blackwell Elvtr. Co. has built a new flour house.

Collinsville, Okla.—H. H. Keith has bot the elvtr. of Keith & Gilliland.—M.

Verden, Okla.—The Protzman Co. has bot the elvtr. and mill of the Verden Mfg. Co.

Camargo, Okla.—Boquot & Ludwick, of Woodward, have bot the elvtr. of the Alva Roller Mills.

Nowata, Okla.—The W. A. Whitford Grain Co. has installed a Bowsher Mill in its elvtr.—M.

Fairview, Okla.—T. C. Crook is now in charge of the elvtr. of the Farmers Union & Elvtr. Ass'n.

Mounds, Okla.—A. B. Cox, of Arkansas, has bot the Mounds Buhr Mill & Elvtr. from W. B. Fitzpatrick.

Lawton, Okla.—A. W. Fertig, formerly with the Walker Flour Mills Co., has removed to Burkburnett, Tex.—P. M.

Binger, Okla.—We are going to overhaul our elvtr. and give it a general repairing.—Chas. Wilson, mgr. Binger Elvtr. Co.

El Reno, Okla.—The elvtr. of the Canadian Mill & Elvtr. Co., containing a considerable amount of grain, burned Dec. 20.

Norman, Okla.—We are installing a 25-h. p. oil engine in our elvtr. and mill at this place.—Earl Petty, Petty Mill, Noble.

Elk City, Okla.—One of the employees of the Yukon Mill & Elvtr. Co. broke his left arm recently when it caught in a corn sheller.

Woodward, Okla.—The L. O. Street Grain Co., incorporated; capital stock, \$10,000; incorporators, I. H. Cox, L. O. and Lelia M. Street.

Dunlap, Okla.—The newly incorporated L. O. Street Grain Co., of Woodward, has succeeded the Alva Roller Mills Co. here and at May.

Noble, Okla.—We will install a Eureka Cleaner and Scourer in our elvtr. and mill. A new 3-h. p. pair high roller mill has already been installed.—Earl Petty, Petty Mill.

Paoli, Okla.—The recently incorporated A. R. Johnson Grain & L. S. Co., which recently bot the elvtr. of the Paoli Grain Co., has remodeled it.—M.

Beaver, Okla.—We have about completed our new 16,000-bu. elvtr. which is located on the new Beaver, Mead & Englewood R. R.—C. M. Light Grain Co., Liberal, Kan.

Amorita, Okla.—We are operating the 14,000-bu. elvtr. of the Farmers Federation under lease on a bu. basis. We handle grain and coal and have shipped 40 cars of the new crop.—J. L. Vance, mgr. Vance Grain Co.

Stillwater, Okla.—The firm of E. H. Linzee & Co. has been dissolved. E. H. Linzee has retired from the business which will now be conducted by Chas. McQuitty and W. A. Bennett. The company operates elvtrs. at Yale and Depue.

Cherokee, Okla.—A. M. Dicks, for the past 5 years mgr. of the Alfalfa Meal & Mlg. Co., has brot suit in the district court for the appointment of a receiver for the property. He alleges that he owns 109 shares of the 250 shares of capital stock and that shares have been par value of \$1 each. He states that the company is indebted to him for \$3,500 for services as mgr. of the property since his selection in 1910.

OREGON

Hillsboro, Ore.—C. B. Buchanan & Co. are using the warehouses and mills which they bot from the Climax Mlg. Co. as storage warehouses only, in connection with their new elvtr. and feed mill recently built.—X.

Briedwell sta. (McMinnville p. o.) Ore.—I still own and operate the large elvtr. and warehouse which I bot last spring. I had a very successful season, handling over 100,000 bus. of grain, about 800 tons of hay and 3 cars of clover seed and also did a big retail feed business.—E. H. Hanson.

PENNSYLVANIA

Titusville, Pa.—The Kerr Hill Mill Co. sustained a loss of approximately \$10,000 recently when a passenger train going at the rate of 60 miles an hour, jumped the track and the locomotive and cars went thru the back of the plant. The company operates a 4,000-bu. elvtr., a 15,000-bu. warehouse, a 40-bbl. winter wheat mill, and handles grain, feed and flour in car lots.

Erie, Pa.—The burned Anchor Line Elvtr. of the Pennsylvania Railroad Co. contained 101,000 bus. of domestic and 415,000 bus. of bonded Canadian wheat, 330,000 bus. in the bins being practically undamaged. Bids on the salvage were made by Brooks Elvtr. Co., C. E. Fox, C. E. Metzler and Chas. R. Lull; but the underwriters rejected all bids and accepted an attractive proposition by Chas. R. Lull of Milwaukee to handle the grain for their account.

PHILADELPHIA LETTER.

Benjamin H. Tatem, connected with H. H. Mears & Son, grain and flour merchants, died Dec. 12 at Helena, Mont., aged 77 years.

A private wire at this city has been re-established by the Keusch & Schwartz Co., Inc., of New York, N. Y. Aaron Cohen is in charge.

The nominations will be made Jan. 15 for officers and directors of the Commercial Exchange for the annual election which will be held Jan. 25.

Sydney Street, of Walter Street & Co., has taken his sons, H. A. and C. M. Street, into the business and the firm will be known as Sydney Street & Sons after Jan. 1.—H. A. Street.

PITTSBURGH LETTER.

W. F. Heck, of W. F. Heck & Co., has recovered from his recent illness.

We have discontinued the grain dept. of our business.—Moore, Leonard & Lewis.

H. G. Morgan, of H. G. Morgan & Co., who had been ill for some time, has now recovered and is back at the office.

SOUTH DAKOTA

White Lake, S. D.—Gus Harter has resigned as mgr. of an elvtr. here.

Gregory, S. D.—The Farmers Elvtr. Co. is building an addition to its elvtr.

Hurley, S. D.—Rundell & Son have succeeded J. T. Scroggs.—J. H. Farnsworth.

Colome, S. D.—J. W. Arnold is mgr. of the recently completed elvtr. of the Farmers Elvtr. Co.

Wagner, S. D.—The Farmers Elvtr. Co. has installed an electric motor for power, replacing its old gasoline engine.—M.

Volin, S. D.—W. F. Person and M. H. Salisbury, of Montevideo, Minn., are the new owners of the elvtr. and mill of the Volin Mlg. Co.

Watertown, S. D.—The annual meeting of the Farmers Grain Dealers Ass'n of South Dakota will be held in this city on Jan. 25, 26 and 27.

New Underwood, S. D.—We are building a flour house adjacent to our elvtr. and will handle flour. We have bot the coal sheds on the C. & N. W. and are doing a fine coal business.—J. H. Borin, mgr. Farmers Elvtr. Co.

Freeman, S. D.—Sam Walters, for 15 years in the grain business here, met with a fatal accident on Dec. 15, when he was crushed to death under his automobile. He formerly operated a line of elvtrs. in this state, Minnesota and Iowa, under the firm name of Dewald & Walters, and was grain buyer for our company at one time.—A. J. Waltner, sec'y-treas. Farmers Land, Loan & Grain Co.

Hartford, S. D.—I will leave the Farmers Elvtr. Co. the last of this month as I do not think I will be wanted any longer. The company failed to make any dividends for 1915. I feel certain that George Mahl, my loyal assistant will be my successor. Next year will undoubtedly be a banner year for the company. I have been with the company for 9 years and 5 months the last day of September, 1915.—I. S. Henjum.

SOUTHEAST

Lynchburg, Va.—McHenry Peters, of the McHenry Peters Co., will be married Dec. 30.

Newport News, Va.—The name of the Virginia Grain Corporation has been changed to Lester Bros., Inc.

Winchester, Va.—Dorsey S. Brill, grain dealer and miller, has been declared bankrupt. His liabilities are about \$25,000.

Selma, Ala.—A. J. M. Atkins was elected pres. of the V. B. Atkins Grocery & Commission Co., succeeding the late Major Victor B. Atkins.

Bessemer, Ala.—A new company has entered the grain business under the name of the Bradley & Faxon Grain Co. Mr. Bradley, one of the members, was formerly associated with the J. C. Curry Grain Co.

Norfolk, Va.—The elvtr. of S. D. Scott & Co. burned to the ground Dec. 12 with a loss of about \$25,000, partially covered by insurance. A fire-proof elvtr., of about the same capacity, will be built to replace the burned plant.

Montgomery, Ala.—The Mobile & Ohio R. R. Co. has granted the reshipping privilege on grain and grain products in carlots to Montgomery, effective Dec. 23. Heretofore the railroad has permitted the reconsignment of grain and grain products in carlots as long as the car remained on the tracks, but under the new tariff reshipping at the thru rate will be allowed even if the product has been removed from the car and stored in the warehouse of a Montgomery wholesaler. The tariff also permits the substitution of grain for that actually shipped. The reshipped article does not necessarily have to be the same as that which was received. This will prove a great advantage to the Montgomery dealer

who can reship grain by substitution upon surrendering his expense bills.

TENNESSEE

Covington, Tenn.—We have succeeded the Reid Cotton & Grain Co. Nothing is shipped from this section in car lots. All shipments originate above and are rebilled at Covington. We are strictly car lot shippers.—Paul Anderson & Co.

Nashville, Tenn.—The Commercial Club will raise \$3,000 to assist the grain men in fighting to secure the reshipping of grain here in less than carlots. It will also raise \$5,000 to combat the proposed increases in many rates scheduled to go into effect on Jan. 1.

Nashville, Tenn.—The elvtr. of Logan & Co. was destroyed by fire on Dec. 20 with a loss of \$70,000. A large stock of corn, oats, hay, alfalfa meal and cottonseed meal which had just arrived was burned. The loss is partly covered by insurance.—S.

MEMPHIS LETTER.

The Grain & Hay Ass'n held its annual banquet and election Dec. 16. A pres., vice-pres. and board of directors were elected.

Honorary membership for life in the Merchants Exchange has been conferred on H. H. Maury, of Webb & Maury, who has been ill for the past year. He was pres. of the exchange at one time.

Campaign com'tes have been selected to name the 2 tickets, which will be known as the "lions" and the "tigers," in preparation for the coming election of the Merchants Exchange. The contest promises to be lively after nominations are made.

At the annual election of the Memphis Hay & Grain Ass'n Jos. J. Wade, of John Wade & Sons, was elected pres., Samuel E. Rison, vice-pres. and C. B. Stafford, sec'y-treas. New directors chosen are A. C. Roberts, G. E. Patteson, L. P. Cook and J. L. Nessley.

TEXAS

Waco, Tex.—We have not installed new machinery.—Clement Grain Co.

Vega, Tex.—The warehouse of the Farmers Elvtr. & Storage Co. has been completed.—Claude L. Morris.

Sour Lake, Tex.—The Batson Grain Co. has a warehouse on the T. & N. O. Ry. and handles grain in carlots only.—X.

Wildorado, Tex.—The Wildorado Elvtr. Co. is building a warehouse which will be finished in a short time.—Claude L. Morris, Vega.

Ft. Worth, Tex.—S. E. Chadwick, formerly of Cresson, died suddenly at Plainview Dec. 10. He had gone there for his health which had been failing for some time.

Georgetown, Tex.—The grain and implement warehouse of the Bedford Lumber Co. burned Dec. 2 causing a loss of \$6,000. Insurance, \$5,000. The cause of the fire is not known.

Nacogdoches, Tex.—We have completed our new concrete iron clad warehouse at a cost of \$4,500. It has a capacity of 30 cars of grain and will be used for grain and flour exclusively.—W. T. Wilson Grain Co.

Hillsboro, Tex.—Hill & Meredith lost 2 small storage houses, containing 100 bus. of corn, 100 bus. of oats and 5 tons of hay, by fire Nov. 29. The buildings were covered by insurance but the contents was not.

Ballinger, Tex.—The elvtr. and flour mill of the Missouri Mlg. Co. burned Dec. 17 with a loss of nearly \$40,000. This was the oldest establishment in Ballinger and was owned by George M. Vaughn who carried \$27,000 insurance on it.

Nacogdoches, Tex.—The elvtr. of the Nacogdoches Elvtr. Co. burned Dec. 4. The total loss is about \$12,000 on the building and \$8,000 on the grain; covered by insurance. Rebuilding plans are not developed but the company will probably not rebuild.—W. T. Wilson Grain Co.

Paris, Tex.—The Paris Mlg. Co. will build a reinforced concrete 500-bbl. mill on the site of the plant which burned Nov. 26. The Paris Fuel Co. will improve its plant, adding a chop mill for corn or maize and a crusher for grinding peanut hulls in connection with its peanut factory.—P. M. Peters.

Julius W. Jockusch, of Galveston, and I. A. Mabry, of Ft. Worth, have been admitted to membership in the Texas Grain Dealers Ass'n. The membership of the estate of S. E. Chadwick, of Cresson, has been transferred to the Chadwick Grain Co., of Ft. Worth. These 3 new members bring the membership up to 215.—H. B. Dorsey, sec'y.

San Antonio, Tex.—The first grain elvtr. to be erected here will be constructed by the Webster Co., grain dealers. Work on it has begun and will be rushed to completion. It will be of concrete, steel and corrugated iron. A warehouse and small mill for grinding shucks will be built in connection. Grain will be received in bulk and cleaned and sacked. There are a number of grain storage tanks here but this will be the first elvtr.

Ft. Worth, Tex.—Where reports come in of infection of growing crops by green bugs each of you should take the matter up with your newspapers, bankers and other influential citizens and urge the farmers to put straw over the badly infected spots and burn them and should whole fields be infected then I would suggest that you urge the farmers to turn such fields under with the deepest possible plowing.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

Austin, Tex.—The attorney general's dept. Dec. 14 brot suit against the A. B. Crouch Grain Co., of Temple, charging violations of the anti-trust laws in fixing the price of grain and feed at Dallas, thereby suppressing and stifling competition. The state asks for statutory penalties of from \$50 to \$500 per day and for a perpetual injunction restraining the company from ever entering into similar agreements. It is likely that other suits will follow.

Ft. Worth, Tex.—A pure seed bill was introduced into the last legislature and some of our members are of the opinion that it became a law but my recollection of it was that the bill failed to pass both houses and I wrote the Feed Control at College Station regarding the matter and am in receipt of the following letter from them: "Referring to yours of Oct. 1, will say that the pure seed bill referred to passed the senate, but did not come on the floor of the house and was therefore killed. There is no pure seed law in operation in this state at this time." From which you will note that there is no pure seed bill in Texas.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

WASHINGTON

Spokane, Wash.—The Central Hay & Grain Co. has taken over the grain business of Reilly Bros. & Co., and increased the capital stock to \$20,000.

WISCONSIN

Thorp, Wis.—E. J. Crane has his new elvtr. almost finished.

Palmyra, Wis.—Andrew Halsor has bot the grain and lumber business of Gregory Bros.

Schlesingerville, Wis.—A 20x100 ft. addition has been built to the elvtr. of the Milwaukee Elvtr. Co.

Superior, Wis.—The Great Northern Ry. Co. is reported to be contemplating the erection next spring of an elvtr. with a capacity 2,000,000 bus. larger than Elvtr "S."

Eau Claire, Wis.—F. H. L. Cotton is now vice-pres. of C. W. Cheney & Co. The Red Front Flour & Feed Co. has succeeded the Farmers Trading Co. with Mr. Beecher as mgr. S. S. Wethern is pres. and C. O. Fischer, sec'y-treas. of the Farmers Co-operative Products Co.—R. L. M.

Kewaskum, Wis.—The mill property of August Schaefer has been purchased. It will be remodeled and an elvtr. will be erected by the new owner who will handle grain.

Milwaukee, Wis.—The members of the Chamber of Commerce will hold their annual New Year's entertainment Dec. 31 on the floor of the exchange. Al Taylor, of Fagg & Taylor, will be in charge.

Juneau, Wis.—The elvtr. of the Ladish-Stoppenbach Co., containing 2,000 bus. of grain, mostly barley, was badly damaged by fire Dec. 14. The loss is thot to be covered by insurance.

Madison, Wis.—Arthur Levenson, of Superior, was found guilty Dec. 13 of having in his possession stolen grain and was sentenced to pay a fine of \$750 or spend one year and one day at Ft. Leavenworth prison. He agreed to pay the fine.

Milwaukee, Wis.—Among the liabilities which are declared unsecured in the failure of E. G. Hadden, grain dealer, are those of H. M. Kemp, \$9,514; H. M. Hadden, \$6,309; Cargill Grain Co., \$4,283, and E. C. Getts, \$3,594. Among the assets are \$187 cash; \$1,550 in promissory notes; debts on outstanding accounts, \$59,456.

Supply Trade

PEORIA, ILL.—The Hart Grain Weigher Co. will build a 135x75-foot addition to its plant.

ADVERTISING, like steam and electricity, has been harnessed to do its share of the world's work.

MAROA, ILL.—The Maroa Mfg. Co. has ready for mailing a very attractive catalog descriptive of its Cracked Corn Grader and Separator.

CHICAGO, ILL.—On Dec. 15 the Weller Mfg. Co. moved into its new and greatly enlarged quarters, situated at 1820 and 1856 N. Kostner Ave.

WICHITA, KAN.—The Richardson Scale Co. is sending out a very attractive Christmas card announcing the "birth" of its Automatic Type Registering Scale.

BE HONEST because every advertiser should remember that advertising doesn't create value, it merely tells of it. The value has to be in the article itself.—*Montreal Star*.

OMAHA, NEB.—The Omaha Standard Scale Co. has been appointed official scale inspector for the Omaha Grain Exchange. W. V. Krepps, who has been in the scale business for 15 years, is pres. of the company, and E. O. Krepps is sec'y and treas.

CHICAGO, ILL.—On Jan. 1, 1916, we will open a sales and engineering office at 711 Main St., Dallas, Tex., in charge of J. C. Van Arsdell. In this way we hope to be able to give even better service than heretofore to our many customers in this field.—H. W. Caldwell & Son Co.

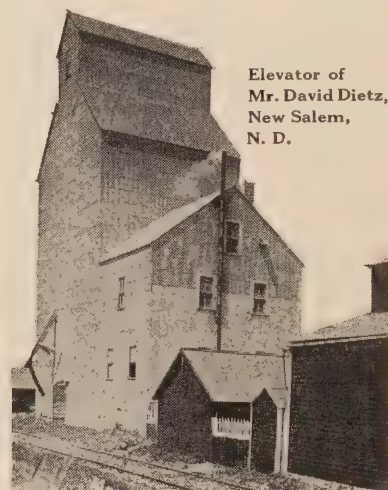
THE WESTERN MARYLAND ELEVATOR described on pages 926 to 930 was designed by the Toltz Engineering Co. of St. Paul, Minn., designers of the C. & N. W. Elevator at Milwaukee. W. E. King, civil eng'r and treas. of the company, reports progress in the design of the Equity Elevator at St. Paul.

AN AUTOMATIC grain scale imported at New York by Dwyer & Wedeman was classified by the customs collector as a manufacture of metal. The importers claimed it was entitled to enter free of duty as American goods returned. Free entry was refused for the reason that the regulations had not been complied with.—P.

Elevator Man Makes Money Milling Flour

Mr. David Dietz of New Salem, North Dakota, puts in "Midget" Marvel Mill and Routs Competition Makes Big Profits Too.

Here is another case where an elevator man turns wheat into real money, turns it into good big profits by installing a "Midget" Marvel Flour Mill in connection with his elevator.

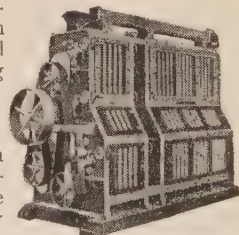


Elevator of Mr. David Dietz, New Salem, N. D.

His profits run high as \$2.70 to the barrel, or more than 50c a bushel. In fact, he paid for his mill, lock, stock and barrel, in about eight months.

But Mr. Dietz is not the only elevator man who is "cashing in" with this wonderful mill. Hundreds of others all over the country are turning waste power, space, and labor into big profits with practically no increase of overhead expense.

And what these men are doing, you or any other red-blooded man can do. There's a big opportunity waiting for grain and elevator men in this wonderful flour milling proposition. It is a complete flour mill system within itself—all in one frame requiring very little space, time, power or attention to operate. No wonder it pays so handsomely.



The "Midget" Marvel

Write us today for our interesting free book, "The Story of a Wonderful Flour Mill," which tells all about this marvelous "Midget" Marvel Mill wonder that is revolutionizing the milling business. It gives estimates, prices, terms, etc. Write today.

Anglo-American Mill Co.

INCORPORATED

435 4th Street Owensboro, Ky.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Erie in Sup. 5 to 178-B quotes rates on grain, grain products and by-products from its stations; to points in New England and Canada, effective Jan. 1.

C. G. W. in Sup. 23 to 28-B quotes rules governing milling in transit of grain and seeds at points on the C. G. W. and its connections, effective Jan. 14.

Grand Trunk in Sup. 7 to W333-D quotes rates on grain and grain products from its stations, and connection to eastern cities, New England and Canadian points, effective Jan. 1.

C. B. & Q. in Sup. 21 to 3662-E quotes rates on grain and seeds when shipped in connection with the I. & St. L., Q. O. & K. C., R. P. L. & N., or the T. & N. Rys., effective Jan. 7.

C. G. W. in Sup. 6 to 60-A quotes rates on rye in carloads from stations in Minn., to Cincinnati, O., Evansville, Jeffersonville, New Albany, Ind., and Louisville, Ky., effective Dec. 31.

C. G. W. in Sup. 35 to 14903 quotes rates on grain from Atchison, Kansas City, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to other stations on the C. G. W. or its connections, effective Dec. 29.

C. B. & Q. in Sup. 65 to 3200-B quotes rates on grain and grain products between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc., effective Jan. 7.

C. & A. in Sup. 4 to 1574-C suspends rates on grain, grain products and seeds from Kansas City and other Mo. points to Cairo, Ill., Evansville, Ind., and Mississippi Valley points, shown in tariff published Sept. 20, 1915.

C. G. W. in Sup. 5 to 84-E quotes rates on grain and flaxseed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul and Winona, Minn., to points in Ill., Ind., Ky., Mich., N. Y., Ohio, and Pa., effective Dec. 31.

C. G. W. in Sup. 35 to 14903 quotes rates on grain from Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., to stations on the C. G. W. or its connections, effective Dec. 29.

C. G. W. in Sup. 20 to 97-B quotes rates on grain, grain products and seeds in carloads from Minneapolis, St. Paul, Minnesota Transfer and South St. Paul, Minn., to stations on the C. G. W. and connecting lines, effective Dec. 29.

C. & A. in Sup. 19 to 1596-B cancels rates on grain and grain products from stations in Illinois to Memphis, Tenn., New Orleans, La., Mobile, Ala., Jackson, Meridian, Hattiesburg, Miss., and Helena, Ark., quoted in Sup. 10 and 17 on Sept. 20.

C. G. W. in Sup. 41 to 36-A quotes rates on grain, grain products, flaxseed and millet seed, from Chicago, Ill., and other stations in Ill. and Ind., to stations on the C. G. W. or its connections in Ill., Ia., Kan., Minn., Mo., and Neb., effective Dec. 29.

C. G. W. in Sup. 4 to 53-E quotes rates on grain and grain products from St. Joseph, Kansas City, Mo., Leavenworth, Kansas City, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., when for export, effective Jan. 25.

C. G. W. in Sup. 20 to 33-B quotes rates on grain, grain products and flaxseed from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Minn., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Memphis, Tenn., New Orleans, La., and other Mississippi Valley points and Gulf ports, effective Dec. 31.

A. T. & S. F. in Sup. 16 to 5655-U quotes rates on grain, grain products, and broom corn from points in Kan., Colo., N. M., Okla., and Neb., to Galveston, Port Bolivar and Texas City, Tex., when for export, effective Jan. 23.

C. G. W. in Sup. 17 to 14572, quotes rates on wheat, corn and oats from Kansas City, Leavenworth, Kan., St. Joseph, Council Bluffs, Ia., Omaha and South Omaha, Neb., to Cincinnati, O., Jeffersonville, New Albany, Ind., and Louisville, Ky., effective Dec. 31.

C. G. W. in Sup. 4 to 36-B quotes rates on grain, grain products and seeds from Chicago, Peoria, East Dubuque, Ill., St. Louis, St. Joseph, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., and Council Bluffs, Ia., to other stations on the C. G. W. or its connections, effective Dec. 31.

C. R. I. & P. in Sup. 32 to 28675-B quotes rates on grain, grain products, broom corn and seeds in carloads from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Ill., Ia., Kan., Mo., Neb., Okla., Tex., and N. M., effective Jan. 20.

A. T. & S. F. in Sup. 42 to 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo., Okla., and Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, and to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs, and Sioux City, Ia., effective Jan. 21.

C. R. I. & P. in Sup. 15 to 19690-F quotes rates on grain, grain products, seeds, broom corn, and corn husks from Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo.; also on corn and articles taking the same rate from Memphis, Tenn., to stations in Okla., effective Jan. 1.

C. B. & Q. in Sup. 17 to 1362-I quotes rates on grain, grain products and seeds in carloads from St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., to stations in Ill., Ind., Ky., west bank Mississippi River points, Dubuque, Ia., to St. Louis, Mo., included, and Green Bay, Kewaunee, Wis.; also to points east of the Ill.-Ind. state line or south of the Ohio River, effective Jan. 7.

C. & A. in Sup. 9 to 1574-B quotes rates on grain, grain products and seeds from Kansas City, Mo., when originating beyond, Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mexico, Odessa, and Slater, Mo., to Cairo, Ill., and Evansville, Ind.; and from Mississippi Valley points to stations in Ala., La., Miss., and Tenn.; and when for export to Key West, Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette and Westwego, La., effective Jan. 10.

I HAVE BEEN without the Grain Dealers Journal for the last year, and missed it very much. Please reinstate me.—W. E. Hunsaker, Russellville, Mo.

I HAVE READ the Grain Dealers Journal so long that I would be lost without it. Tho not in the business at present, I am enclosing check for continuation of my subscription.—C. R. Rauch, Davis City, Ia.

PIPING GRAIN from farm to town is the system used by James Keane, Rock Island, Wash. Mr. Keane's grain is grown on a plateau 2,000 feet above Rock Island and if hauled by wagon the hazards are numerous, the winding road being steep and rocky. With the installation of 2,500 feet of 2-inch iron pipe it is now possible to run the grain down the steep hill to within 400 feet of the warehouse at the rate of a sack per minute. The attachment of a sacker to the lower end of the pipe facilitates bagging and weighing. Nearly 100,000 bus. were handled in this manner during 1915.

Calendars Received.

I. L. Radwaner, New York, is remembering his friends in the seed and grain trades with a desk calendar of brass.

Meech & Stoddard, Inc., Middletown, Conn., is sending out a serviceable wall calendar advertising its many brands of feed.

Randels & Grubb, Enid, Okla., have used the subject, "The Children's Hour," hand colored, as its calendar greeting to the grain trade for 1916.

The Coles Co., Middletown, Conn., extends the season's greetings to the seed, grain and feed trade thru a calendar calling attention to the company's 62 years of service.

The S. Howes Co., Silver Creek, N. Y., has sent fresh pads to users of the "Eureka" desk calendar, a card containing the season's greetings arriving by the same mail.

Southworth & Co., Toledo, O., are sending Rembrandt's "Betty," in hand colored pastel shades, as a holiday remembrance to their many friends in the grain and seed trades.

The most beautiful calendar of the season comes from the Sneath-Cunningham Co., Tiffin, O., who are sending to the trade a large hand colored calendar, showing the beautiful "Constance" of Oliver Wendell Holmes fame.

Loewith, Larsen & Co., New York, have selected a study in water colors, the subject being "The Girl of My Dreams," as its annual calendar gift to the grain and seed merchants. The mounting is attractively harmonious on four shades of gray.

Bert A. Boyd Grain Co., Indianapolis, Ind., is supplying its patrons with a "fresh package of dates," to be used with the metal calendars presented a year ago. Mr. Boyd accompanies his remembrance with a letter extending best wishes for the coming year.

Lowell Hoyt & Co., Chicago, in their Christmas calendar for 1916, have maintained the high standard so well known in the grain trade. The sheet for each month contains many lofty sentiments, while the cover is devoted to a beautiful illustration of "Mother at the Gate." The whole is so typical of the Hoyt company that on many pages the name of the sender is omitted.

Dumont, Roberts & Co., Detroit, Mich., have reproduced the oil painting, "An Anxious Moment," so attractively that their calendar for 1916 will no doubt be framed by many when its service for the year is ended. The picture, with the two hunting dogs in the foreground, is full of local color, none of which has been lost in the transfer from the original.

HOLIDAY SOUVENIRS RECEIVED—The Halliday Elevator Co., Cairo, Ill., clothes brush and leather backed ledger blotter; Bert A. Boyd Grain Co., Indianapolis, Ind., document box of cold rolled steel.

CHRISTMAS CARDS RECEIVED—Dick O'Bannon, Sherman, Tex.; Halliday Elevator Co., Cairo, Ill.; Modern Miller, Chicago; E. B. Hitchcock, sec'y., Illinois Grain Dealers Ass'n, Champaign; Pope & Eckhardt Co., Chicago; Johnson & Field Mfg. Co., Racine, Wis.; the Day Co., Minneapolis, Minn.; Wilsey Grain Co., Lincoln, Neb.; Wm. G. Dilts, Jr., & Co., Kansas City, Mo.; Wilser Grain Co., Kansas City, Mo.; Jas. P. McAlister & Co., Columbus, O., and John B. Daish, Denver, Colo.

SCIENTIFIC

Oil Bills and Profit

You know what your oil cost in grinding even a hundred bushels of feed runs to—figure what a clear saving of 90 per cent on your total oil bills for a year would mean. You can make this saving and better if you

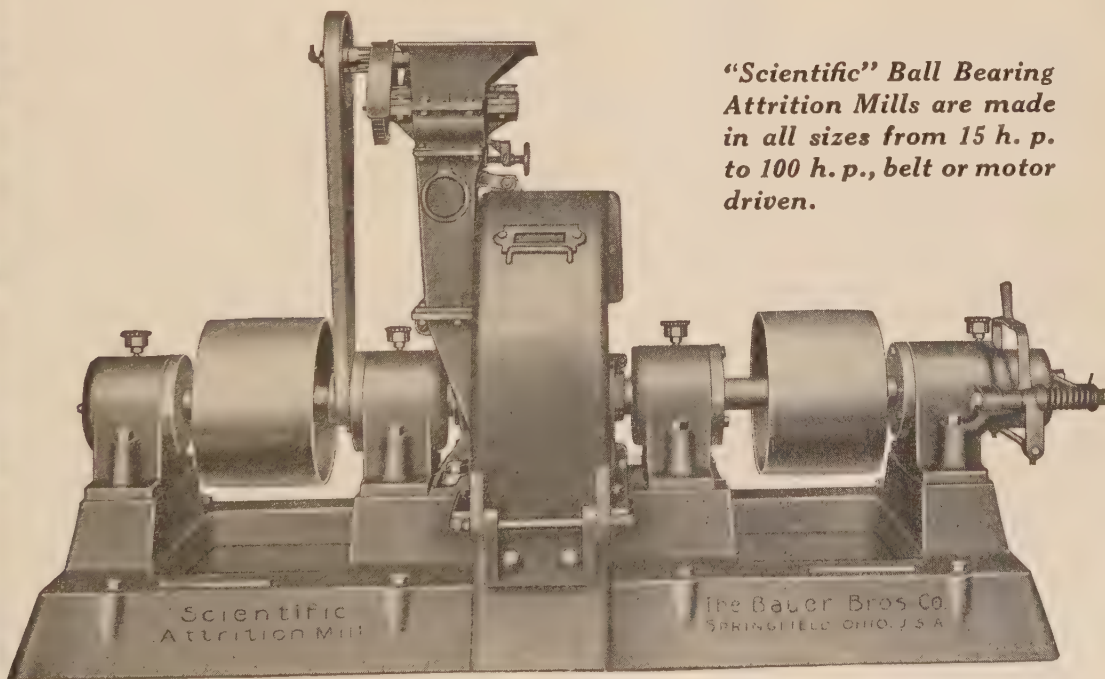
Grind It the "SCIENTIFIC" Way

Every part of the "SCIENTIFIC" BALL BEARING ATTRITION MILL is designed to eliminate needless labor and expense. Dust proof and oil tight ball bearings of carefully determined size are used. Changing plates on the "Scientific" is a simple and easy operation—no heavy parts to lift—no adjustments to disturb.

Hundreds of progressive grain operators in every part of the country testify to the superiority of the "SCIENTIFIC" BALL BEARING ATTRITION MILL. They know from experience its ability to produce more and better work with lower power, oil and maintenance costs than any other attrition mill on the market.

Let us tell you specifically just what the "Scientific" will do under **your** conditions. Just a card is all that's necessary. The rest is up to us.

WRITE US TODAY.



"Scientific" Ball Bearing Attrition Mills are made in all sizes from 15 h. p. to 100 h. p., belt or motor driven.

THE BAUER BROS. CO.

FORMERLY THE FOOS MFG. CO.

Room 506 Bauer Bldg.

SPRINGFIELD, OHIO

SCIENTIFIC

Seeds

FRANK PAGE of the Iowa Seed Co., Des Moines, Ia., was married on Thanksgiving Day to Miss Patten of Pennsylvania.

FLAXSEED shipments from Port Arthur and Fort William, Can., from Sept. 1 to the close of navigation, amounted to 1,596,000 bus.

THE ILLINOIS SEED & Nursery Co., Makanda, Ill., has been incorporated with \$10,000 capital stock by J. H., A. L. and H. J. Bradley.

MARYSVILLE, O., Dec. 18.—We have just completed a three story building to be devoted exclusively to field seeds.—D. G. Scott, O. M. Scott & Sons Co.

RECEIPTS of flaxseed at Port Arthur and Fort William from Sept. 1 to the close of navigation Dec. 13 were 1,633,099 bus., and shipments, 1,291,547 bus.

SWEDEN and other Scandinavian countries have prohibited the exports of seeds. Dealers of those countries find it difficult to import United States seed because British authorities will not permit it.

THE WILLIAM VOLLBRACHT Co. has been incorporated at Quincy, Ill., to conduct a general seed and implement business with a capital stock of \$10,000. Branches will be established at Camp Point, Ursa and Barry, Ill.

THE FLAXSEED report of the Northwest Grain Dealers Ass'n, published Dec. 14, shows that the 1915 yield of Manitoba, Saskatchewan and Alberta was only 2,225,000 bus., compared with 4,000,000 bus. for the preceding year.

SOUTH WHITLEY, IND., Dec. 17.—Yield of all seed crops in this section was very short in 1915, due to heavy rains. Clover did not fill. A moderate amount of seed was carried over, but there is still a decided shortage.—O. Gandy & Co.

PLANT of the Minneapolis Seed Co., Minneapolis, Minn., was recently threatened with destruction by fire when one of the employes left a lighted pipe in his coat pocket. The resulting blaze was extinguished before damaging the building.

THE MISSOURI Crop Report for 1915 shows a reduction in the yield of clover seed; acreage was 6,982, and yield 12,568 bus. Flaxseed acreage, 7,464; yield, 66,430 bus. Broom corn acreage, 1,455; yield, 1,066,515 lbs. Sorghum seed acreage, 11,312; yield, 260,176 bus. Timothy seed acreage, 4,428; yield, 14,170 bus.

HARLAN, IA., Dec. 14.—We will open three branch houses next spring, each equipped with blue grass seed threshers and recleaning machinery. They will be located at Clarinda and Oakland, Ia., and Burlington Junction, Mo. A plant for the manufacture of blue grass seed threshers and harvesters will be located at Shenandoah, Ia.—Webb McConnell, Green Valley Seed House.

CHARLES MALONE, Atlantic, Ia., has established a wholesale seed corn business, specializing on the particular variety which has won him fame at the many seed corn shows throughout the state. It is the intention of Mr. Malone later to add a line of other field seeds, but due to the poor condition of corn in many sections this year he expects to give all of his time for the present to the one grain.

TORONTO, CAN., Dec. 10.—We are erecting an elevator and warehouse at Chat-ham, Ont., to facilitate the handling of seed corn. The plant is located on the Industrial Siding, between the G. T. and C. P. Rys., and covers two acres of land. Elevator is 32x38 feet and 85 feet high, with 20,000 bus. capacity, and is being equipped with modern machinery. The warehouse is 56x140 feet. Both elevator and warehouse are of mill construction resting on heavy concrete foundation. Corrugated galvanized iron siding is used thruout. The plant will be ready for operation about Feb. 1, 1916.—Wm. Rennie Co., Ltd.

GAINESVILLE, FLA., Dec. 16.—No clover, alsike, timothy, alfalfa or blue grass is planted here for seed. Farmers are experimenting with alfalfa and bur clover, and eventually these two crops will be grown to a considerable extent, mainly for hay and pasturage. Florida-grown seed oats are more plentiful and a little cheaper than heretofore. Rye seed crop last spring was very short; the supply seems to have been entirely exhausted before planting time is past. Velvet beans is an important crop for seed and feed. The crop last year was very poor and the seed extremely high. No sorghum or millet seed is grown here, although both are planted extensively for hay and green feed. A large crop of natal grass seed has been harvested further down the state and the seed is cheaper than in former years.—H. J. Babers, Seminole Seed Co.

THE FOURTH ANNUAL Seed Contest of the North Dakota Improved Seed Growers Ass'n will be held at Fargo Jan. 18 to 22. H. L. Bolley of the State Agricultural College is in charge of the contest and will take charge of seed as the shipments arrive at Fargo. Among the contributors to the list of cash prizes are the Duluth Board of Trade, the Flax Development Com'te of Linseed Oil Consumers, the Quaker Oats Co., Chicago; Skewis Grain Co., Minneapolis; Van Dusen-Harrington Co., Minneapolis; O. H. Will Seed Co., Bismarck, N. D.; N. J. Olson Seed Co., Fargo, and the Fargo Seed House, Fargo. The Quaker Oats Co. has also ordered several solid gold medals which it will donate in addition to its cash offering. The contest is open to all North Dakota citizens without an entry fee, the only stipulation being that the seed must be sent in before Jan. 3.

CLOVER SEED bulls expect their Christmas present after the holidays. They know that the crop in the states near Toledo was almost a failure. Prices have been seeking fresh bulls. They have been modest and the bears have been able to talk prices down without selling much. There is a large March shortage, mostly by hedgers who would like to cover to better advantage before the cash demand develops. Stock of prime here is in strong hands. They think good seed will be scarce later. December shortage has been mostly filled. There is some February shortage. Receipts at Toledo have been nearly all from the far west. A little foreign may come but most of it appears to be of inferior quality. Seaboard dealers have been offering "average quality" all over the east for future delivery. It has made buyers cautious. Bears are watching the imports. They may be liberal for awhile. They are earlier than year ago. So were the receipts from the far west. December receipts are much smaller than year ago.—C. A. King & Co.

THE MOOERS SEED Co., Houston, Tex., has moved to larger quarters within a block of the location where it has maintained headquarters for the last ten years.

THE NISHNA VALLEY Seed Co., Atlantic, Ia., has been incorporated with \$10,000 capital stock. Officers are D. W. Thayer, Shenandoah, pres.; J. W. Cuykendall, Atlantic, vice-pres.; and F. E. Tharp, Shenandoah, sec'y-treas.

SUIT of the King Seed Co., Battle Creek, Mich., against several local farmers who refused to pay for quantities of seed oats purchased, has been dismissed on the technical charge that incorporation papers were not filed until eight months after the sales in question were made.

THE MONTANA Seed Growers Ass'n has registered and sealed for sale 3,232 pounds of Grimm alfalfa seed, grown on the Grimm Farms at Harlem, and the grower has been furnished with a certificate showing the amount and quality of the seed so registered.

STOCKS of clover seed in Toledo have not increased enough to wad a gun, but at that it cuts no figure. Only the grades that can make prime are wanted at fair discounts. The poorest grades, or the trash raised in this neck of the woods will go begging until spring, and then it won't go far in helping to fill orders for seeding purposes. Seems a crime to let a great deal of it go back into the soil. If it does the farmer will only cheat himself. We have laws to prevent imports of trash into this country. Why not prevent this domestic poor stuff from being sown.—J. F. Zahm & Co.

From the Seed Trade.

MILWAUKEE, WIS., Dec. 20.—Bulk of Wisconsin seed already marketed. Wisconsin red clover free from buckhorn, good quality—very scarce. Altho lots of clover seed will be imported during December, January and February, it will not answer the purpose, as the bulk of the trade is being educated to seed free from foul weeds.—Milwaukee Seed Co.

HARLAN, IA., Dec. 14.—Clover seed shows only a 50% crop and timothy is also scarce. Farmers will have to purchase instead of selling. Seed corn will be high priced and must be purchased from dealers next spring. Several sales of the 1914 crop have recently brot from \$4 to \$7 per bushel. Blue grass estimates are not always correct. For instance we harvest about 5,000 bus. per year and have four men selling for us. Each naturally says he has 5,000 bus. to sell with the result that the estimator often records a total of 25,000 bushels instead of the one lot of 5,000.—Webb McConnell, The Green Valley Seed House.

LOUISVILLE, KY., Dec. 17.—The acreage of orchard grass has decreased for the last five years, and instead of exporting seed as formerly, most of the dealers are now importing whenever conditions permit. The crop of orchard grass the past two years has been short, and this year the market has been steadily advancing. Conditions point to a material advance after Jan. 1, when our heavy spring business commences. Blue grass is weak. Since the large crop of 1912 there has been a carry over every year, on account of which we have had a very unsettled market. The reports of a short crop early in the seasons of 1913, 1914 and 1915 caused the price to advance sharply, only to gradually recede to a much lower level. We have a cleaner in the redtop section of Illinois.

The crop this year was 70% of an average. We have had a heavy demand thru the fall and winter, and at present 90% of the crop is out of the farmers' hands. Everything points to higher prices. The quality this year was better than for many years. Conditions point to a large business during the spring months.—Louisville Seed Co.

TOLEDO, O., Dec. 21.—Clover seed prices have recovered to above \$12 after the dip of a few days ago. Pressure from foreign offers was responsible for the decline. At the low point there was some covering by shorts and increased investment demand. The season to date has developed three limelight features. First, the central states crop failure. This sent prices up with a rush and predictions of record figures were freely made. Then came the certainty of the fine western crop. Dealers went to that section and bought everything in sight. This seed of fine grade coming to market held prices in check. When the western movement dropped off the bulls looked for clear sailing. Now the free offers of foreign seed provide the third interesting factor. It is well known that foreigners have much seed to sell, and they like our prices. Quality is only fair, but they are willing to be reasonable in the matter of discounts. Coupled with the usual light December trade, the liberal foreign offers have been a restraining factor on advances. New York has been importing over 5,000 bags of seed weekly, much of it clover. The question is, how far this foreign movement will go. Toledo receipts of seed have been light all month. Stocks have gained a little less for the season than in 1911, the year most frequently used for comparison. Light January movement is expected. The real demand will come after the first of the year. It looks as though the seed will all be wanted, and prices are a question of who will show the more patience—buyers or holders.—Southworth & Co.

THE SPANISH Government, in a recent decree, permits the entry of 6,500,000 bus. of wheat free of duty and transportation tax. The government has also agreed to advance funds to Spanish millers for the purchase of this amount of wheat.

REPRESENTATIVE LEVER of South Carolina, chairman of the Com'te on Agriculture, has introduced into the House his bill calling for the licensing and inspection of elevators and warehouses by the Sec'y of Agriculture. The bill gives the Sec'y authority to investigate the storage facilities, grading and weighing of all grain at any time, and vests in him also authority to inspect any elevator to determine whether it is suitable for the storage of grain or other agricultural products.

Seed Yield and Acreage.

Washington, D. C., Dec. 15.—The December estimate of the Crop Reporting Board of the Bureau of Crop Estimates shows the production and acreage of buckwheat, flaxseed and beans in the United States for 1915 and 1914 as follows:

	Acres.	Production.	
		Per acre.	Total.
Buckwheat:			
1915	806,000	19.6	15,769,000
1914	792,000	21.3	16,881,000
Av. 1909-13.	843,000	19.7	16,597,000
Flaxseed:			
1915	1,367,000	10.1	13,845,000
1914	1,645,000	8.4	13,749,000
Av. 1909-13.	2,490,000	7.8	19,501,000
Beans (3 states):			
1915	861,000	10.8	9,325,000
1914	823,000	13.4	11,013,000

Feedstuffs

A FEED STORAGE plant is being added to the property of the Gupton Grain Co., Oxford, Neb.

THE CALIFORNIA Food Products Co. has been incorporated, with \$1,000,000 capital stock, at San Bernardino, to manufacture cottonseed oil meal.

THE SEABOARD Feed & Produce Co., Henderson, N. C., has installed a 50-ton molasses mixer, anticipating a large production of molasses feed.

THE WASHINGTON County Alfalfa Milling Co., Fort Calhoun, Neb., has been incorporated with \$100,000 capital stock by Henry, Ernest and Howard J. Rix.

THE STOCKMAN'S Feed Co., Kansas City, Mo., has succeeded the Stock Yards Cotton & Linseed Meal Co. J. A. Schwartz is president of the new company.

J. S. CHARLES has organized a feed and flour business at Tarentum, Pa., and A. B. Davidson of the same city has arranged for the construction of a modern feed mill and warehouse at West Tarentum.

AN AMENDMENT to the Interstate Commerce Law, sponsored by Representative Adamson of Georgia, provides a fine of \$10,000 for the sale in interstate commerce of any product which is falsely branded or advertised.

DEPT OF AGRICULTURE has ruled that manufacturers of foods will have until Nov. 1, 1916, to dispose of products labeled "Guaranteed under the pure food act of 1906." A previous ruling had named May 1 as the date.

THE SUIT of the Ohio Millers State Ass'n to test the constitutionality of the feedstuffs law is nearly ready for hearing and the ass'n is now seeking the names of millers who discontinued the grinding of feeds which come under the requirements of the law, because the license fee was too burdensome for the amount of business transacted in those feeds. The ass'n believes that in many instances the profit from the sale of those feeds is less than the license fee.

STOCKHOLDERS of the American Malt- ing Co. approved the proposed reduction of capital stock on Dec. 13. By a vote of 273,543 to 900 it was agreed to reduce the preferred from \$15,000,000 to \$9,000,000 and common from \$15,000,000 to \$6,000,000, the reduction meaning a big saving in the taxes.

SEC'y OF AGRICULTURE has amended the regulations of the cotton futures act to permit the filing of replacement disputes on or before the fifth business day succeeding the tender of rejected cotton. The amendment also reduces to \$5 the minimum assessment in any dispute, and makes it optional for the office of markets to furnish a memorandum of conclusions.

BUFFALO has 2,225,000 bus. of grain in boats waiting to be unloaded and not a car can be obtained from the Pennsylvania Ry. As a result the port is plugged. The road has 8,000,000 bus. of grain in the various elevators here, but is still contracting for more. The other roads are practically clear.—Nisbet Grammer, pres., Eastern Grain, Mill & Elevator Cor., Buffalo.

NOTICE TO CONTRACTORS

SEALED proposals will be received by the Board of Commissioners of the Port of New Orleans at their office, Suite 200 New Orleans Court Building, until December 29, 1915, at 8 o'clock P. M. for the following equipment for the Public Grain Elevator in New Orleans. Proposals for each item of equipment will be opened separately, and each proposal must be accompanied by cash or certified check as indicated:

CONVEYING AND ELEVATOR BELTING.

For the furnishing F. O. B. New Orleans, of approximately 15,000 lineal feet of elevator and conveyor belting from 22" to 40" wide of 5, 6 and 7 ply.

Deposit with proposal, \$2,000.00 in cash or certified check.

Bond with contract \$10,000.00.

ELECTRIC FREIGHT ELEVATOR.

For furnishing and installing a 2000 pound capacity electrically operated freight elevator.

Deposit with proposal, \$500.00 in cash or certified check.

Bond equal to total amount of contract.

ALTERNATING CURRENT MOTORS.

For furnishing F. O. B. New Orleans, forty-eight (48) 3 phase, 60 cycle 440 volt. alternating current motors from 3 to 150 horse power. Also sliding bases and starting compensators as may be required.

Deposit with proposal \$1,000.00 in cash or certified check.

Bond with contract \$6,000.00.

2000 BUSHEL SCALES.

For furnishing and erecting seven (7) 2000 bushel capacity grain hopper scales of the trussed lever type.

Deposit with proposal \$500.00 in cash or certified check.

Bond with contract \$2,500.00.

SEPARATOR AND OAT CLIPPER.

For furnishing F. O. B. New Orleans, one 1200 to 3500 bushel per hour capacity elevator separator and one 1500 bushel per hour capacity oat clipper.

Deposit with proposal \$150.00 in cash or certified check.

Bond with contract \$1,000.00.

On and after December 8, 1915, plans and specifications for the foregoing items will be on file at the office of Ford, Bacon & Davis, 921 Canal Street, New Orleans, La., by whom full sets will be furnished to prospective bidders on a deposit of Ten Dollars (\$10.00). This amount will be refunded to all bidders who submit proposals, and return said sets in good condition to the Engineers. To bidders who do not submit proposals, Five dollars (\$5.00) will be refunded upon return of plans and specifications as above.

The right is reserved to reject any and all bids.

(Signed) Ernest M. Loeb,
President.

Grain Carriers

ILLINOIS CENTRAL RY. reports a shortage of only 41 cars on its system in the territory north of the Ohio River and west to Omaha.

NET CAR SURPLUS statement of the American Railway Ass'n shows a surplus of 38,199 cars on Dec. 1, compared with 28,268 on Nov. 1.

THE BALTIMORE & OHIO RY. on Dec. 14 placed an embargo on all grain to Baltimore for export, as 8,000 cars were at the port waiting unloading.

INTERSTATE COMMERCE COMMISSION has refused to modify its order requiring the Lehigh Valley Ry. to give up its steamship line operating on the Great Lakes.

THE ILLINOIS Public Utilities Commission, at its hearing in Chicago on Dec. 18, postponed until May 4 the proposed advance in Illinois freight rates.

NEW ENGLAND shippers met in Boston Dec. 17 to plan concerted opposition to the proposed increased rates on all commodities from Boston to the southeast.

THE MIKE KING Grain Co., Sioux City, Ia., has asked the Interstate Commerce Commission for reparation on a carload of grain shipped from Homer, Neb., to Joplin, Mo.

THIRTY big freighters with cargoes of grain cleared at Fort William for eastern lake ports on Dec. 12, just before the official close of navigation. The vessels carried 7,000,000 bus.

THE ERIE CANAL during 1915 transported the smallest volume of freight in its history. Shipments of grain aggregated more than 8,000,000 bus., but package freight showed a big falling off.

RAILROADS entering Galveston and New Orleans are expected to place embargoes against further shipments of wheat to those ports in the near future. Lack of ocean vessels is given as the cause.

L. G. GRAFF & SON, Philadelphia, Pa., grain exporters, have asked the Interstate Commerce Commission to require railroads to refund \$6,765 excessive insurance charged on grain in elevators.—P.

ACCUMULATION of grain at Baltimore is being gradually reduced, and with 16 vessels in port on Dec. 14, taking grain cargoes, it is likely that the embargo of the Pennsylvania will soon be lifted.

STEAMER IRELAND, with a cargo of wheat for Buffalo, recently grounded in the St. Mary's River, near Sault Ste. Marie, Mich. Little delay was occasioned the vessel, due to the assistance of a tug and lighter.

THE UPPER MISSISSIPPI River Improvement Ass'n, which recently met at Quincy, Ill., adopted resolutions supporting the Government in its plan for a 6-foot channel from Minneapolis to the mouth of the Missouri River.

GRAIN SHIPMENTS from Calgary have shown such large losses in transit of late that the railways are refusing to pay claims unless actual leakage is proved. As a result buyers have refused to pay on the basis of Calgary weights, asking that the cars be weighed at Vancouver. To this the Calgary dealers replied that they would not send the cars to Vancouver for weighing. No solution to the problem has been found.

THE NORRIS GRAIN Co., Chicago, has complained against the rates on corn from Alta, Ia., to Kansas City. The rate is 19.5c per 100 lbs., while a combination rate of 14.1 was denied. Refund of \$35 is asked.—P.

HEAVY SHIPMENT of grain to Minneapolis has caused a serious congestion in the local terminals and the fact that western roads will not permit the reloading of their cars for shipment east, further accentuates the trouble.

TRUNK LINES have issued notices that effective Jan. 1 the free storage time on export freight at Atlantic ports will be reduced from 30 to 15 days, and many protests are being lodged with the Interstate Commerce Commission.

THE UNION Depot Elevator at Detroit has been working nights and Sundays to keep up with receipts of Canadian wheat brot down by lake. The last steamer to arrive was the Lakeport with 60,000 bus. of rye, and 80,000 bus. of barley.

THE PANAMA CANAL was again thrown open to service on Dec. 19, after being closed owing to slides since Sept. 18. Ten vessels drawing less than 20 feet of water were waiting for passage, three from the Atlantic and seven from the Pacific.

FOURTEEN FREIGHTERS which recently arrived at Port Huron, Mich., with full cargoes of grain, will winter at the port. Six other vessels, also with grain, were unable to dock at the port for lack of dock facilities and were tied up in Sarnia Bay.

FARMERS ELEVATOR Co., Lansford, N. D., has won its suit against the Great Northern Ry., asking for damages for the loss of a carload of flaxseed. The suit was brot to the Supreme Court, which affirmed the decision of the lower court.

THE CENTRAL of New Jersey Ry. has embargoed all freight for delivery to coastwise steamers at New York, all freight for delivery at New York to go to the Pacific Coast by steamer, and all freight to be delivered at Brooklyn terminals.

PENNSYLVANIA RY., on Dec. 14 extended its embargo to include all freight originating on connecting lines and destined to the New York district whether for export, coastwise or domestic consumption. The embargo is extended to avoid, if possible, an impending absolute blockade.

THE TRANS-MISSISSIPPI Elevator Co. has lost its suit against the Union Pacific Ry., tried at Kearney, Neb., in which it sought damages of \$1,200 for the loss of grain in transit. The grain was shipped to eastern markets, and when weighed out showed a loss valued at the amount quoted.

THE PENNSYLVANIA Railway has plenty of equipment to care for the export grain offered if assured that the freight would be transferred immediately to ocean going boats, but it will not load its cars with grain to leave them on side tracks waiting for vessels.—E. T. Johnson, Gen'l Freight Agent.

INTERSTATE COMMERCE COMMISSION has denied the application of California millers for an order requiring railroads to grant the same transit privileges at California milling points on wheat from Kansas and neighboring states as are granted to Ogden, Utah, and other points. The privileges consist principally of milling en route of shipments made on a thru rate.

THE ERIE RY. reports the sale of four of its eight lake vessels, the balance to be disposed of as soon as a buyer is found. Other railroads are also expected to dispose of their lake equipment at early dates.

COMPLAINT against unreasonable switching charges has been made by the New Era Milling Co., Arkansas City, Kan., alleging that \$4 is assessed on wheat from Sterling, Kan. It is declared the switching charges both ways should have been absorbed.—P.

CLOSING of the Panama Canal resulted in a controversy between a Portland exporter and the shipowners, the latter claiming the right to a higher rate for the longer haul necessitated, while the shipper refuses to pay more than the contract rate as the charter names no route.

STEAMER W. GRANT MORDEN, on her last trip from Fort William, carried 773,000 bus. of oats, Canadian weight, equal to 807,500 bus. of American standard. This is officially reported by Canadian authorities as the largest cargo ever transported on fresh water.

INTERSTATE COMMERCE COMMISSION has dismissed the recent complaint of California milling companies against the Santa Fe Ry., in which it was alleged that the milling in transit privileges granted at Ogden, Utah, and points in Texas and New Mexico, were discriminatory to California millers.

THE NASHVILLE Commercial Club is raising a \$3,000 fund to help the grain men finish the case which is now pending in the Federal Court in Atlanta. Another fund of \$5,000 is being subscribed to fight the proposed advance in Nashville rates on various commodities, the new schedules being on file to take effect Jan. 1.

THE PROMPT HANDLING of cars by shippers on the Canadian Pacific Ry. is encouraged by a recent ruling of the Canadian Board of Railway Commissioners, imposing a penalty charge of \$1 to \$2 per car per day for all grain held longer than three days. This charge is in addition to the customary demurrage charge.

THRU SERVICE over the National Transcontinental Ry. from Winnipeg to Moncton, and over the Intercolonial to St. John and Halifax is being urged by agricultural interests of western Canada. The Government has been considering the question for some time, and present indications are that this winter will see the beginning of the new service.

FREIGHT RATES on wheat from Port Arthur or Fort William, all rail to the seaboard, recently reported as reduced, have not been changed since Feb. 15, 1915, and no tariffs have been filed proposing such reduction. The rate is 23.7c per 100 lbs., equal to 14.5c per bushel to Atlantic ports from West St. John to Baltimore and 15.5c to Halifax.

IN 1914, the railways contracted for 80,000 cars, or approximately one-half as many as in 1913, one-third the number ordered in 1912 and decidedly less than the total ordered in any previous year since 1901, except 1908. Up to Nov. 19 of the present year, our reports show that 85,000 freight cars have been ordered for domestic service, which is not a marked improvement over the record of 1914. When one considers that approximately 150,000 cars are required annually to replace wornout equipment alone, it is evident that the railroads are not fully prepared to carry the traffic of a normal year.—Railway Age Gazette.

NUMBER OF CARS of freight waiting at New York to be unloaded, including those on the way, east of Buffalo and Pittsburgh, on Dec. 17 was about 45,000, or approximately 3,500 more than the preceding week. With all facilities fully engaged, including all lighters and car floats, not over 1,500 cars can be delivered daily.—C. C. McCain, chairman, Trunk Line Ass'n.

SUIT of the Farmers Elevator Co., Abilene, Kan., against the Union Pacific Ry., asking for \$55.85 for the alleged loss of grain in transit, has cost several hundred dollars in litigation. Tho tried in several courts the controversy is no nearer a solution than when suit was started, and it may be necessary to carry the matter before the Supreme Court. The railroad claims the difference in delivery and receipt weights was due to shrinkage.

THE ANNUAL REPORT of Attorney General Gregory of prosecutions for violations of the Interstate Commerce Act shows United States v. the Erie Ry., indictment charging rebates to the Globe Elevator Co.; United States v. Laser Grain Co., indictment charging presentation of false claims; United States v. Smith Bros. Grain Co., indictment charging presentation of false claims, plea of guilty entered and fine of \$100 imposed; United States v. Forked Deer Milling Co., indictment charging false billing and acceptance of concessions, plea of guilty entered and fine of \$500 imposed; United States v. Mark P. Miller Milling Co., and Mark P. Miller, indictment charging false billing, plea of guilty entered and fine of \$2,500 imposed against Milling Co., and \$2,500 against Mark P. Miller.—P.

RAILROADS CONNECTING Chicago with the Atlantic seaboard have placed embargoes on all shipments for export purposes owing to a lack of ocean going vessels. The roads placing these embargoes are the New York Central, Wabash, Erie, Lehigh Valley, Pennsylvania, Baltimore & Ohio, Lackawanna and the Norfolk & Western.

PAYMENTS for damage or loss of grain during 1914, as compiled by the Interstate Commerce Commission, were as follows: Due to robbery of entire package, \$3,760; other robbery, \$21,826; concealed loss, \$9,250; unlocated loss of entire package, \$73,554; other unlocated loss, \$634,128; fire, \$25,576; wrecks, \$217,657; concealed damage, \$6,319; defective equipment, \$1,560,213; errors of employees, \$41,800; rough handling of cars, \$35,777; improper ventilation, \$668; improper handling or loading, \$24,419; delays, \$139,023; unlocated damage, \$72,176; forfeitures under penalty statutes, \$573; credit from sale of refused and unclaimed freight, \$148,650; total \$2,718,077. Ratio to total payments on all commodities is 8.395%.—P.

INTERSTATE COMMERCE COMMISSION has ordered the following refunds for overcharges on grain: C. & W., \$64 to Flanley Grain Co., corn from Iowa to Missouri; N. Y. C. & St. L., \$62 to Crowell Grain Co., corn from Indiana to Ohio; D. & R. G., \$66 to Montrose Milling Co., corn from Nebraska to Kansas; I. C., \$12 to Magee Grain Co., oats between Illinois points, and waive collection of undercharge of \$6; C. R. I. & P., \$16 to Moffett Commission Co., corn from Oklahoma to Missouri; C. & N. W., \$7 to Peter Lamp, corn from Iowa to Missouri; C. R. I. &

P., \$46 to A. J. Hughes, corn from Oklahoma to Missouri; B. & O., \$6 to E. T. Custenborder & Co., corn from Ohio to Pennsylvania, and \$6 to Henry Grain Co., grain from Ohio to Pennsylvania.—P.

SLOW MOVEMENT of wheat from the Great Lakes is alleged by a New York steamship agent to be the cause of congestion at New York: "We haven't had any boats delayed in New York on account of congestion here. Grain comes thru from Buffalo in 48 hours. We have had some of our boats delayed as long as a week, however, on account of the condition of lake traffic. One of our boats was delayed five days at the Erie Elevator. Last week we had a boat leave that had been delayed seven days. The owner of such a boat loses about \$1,000 every day that it is delayed. He can not charge demurrage, however, unless it takes more than five days, not including Sundays, to load the vessel. Demurrage is now \$750 a day on a ship, while before the war it was only \$150. The average rate on grain to England is now 17 shillings a quarter (480 pounds), while before the war it was 3 shillings 6 pence. On the West Shore road last week loaded cars were standing on practically every side track from New York to Buffalo, 7,000 cars in all."

THE BOLSA DE COMERCIO of Rosario, Argentina, which is the leading grain exchange of Argentina, is a strong organization which guarantees the registered trades of its members. For the season ended Aug. 1, 1915, the Rosario market traded in 1,289,500 tons of wheat, flaxseed and corn for future delivery.

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(Glass or copper flasks) will guide you in buying and selling, by showing how much water the grain contains.

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Supreme Court Decisions

Arbitration.—Under an agreement for an arbitration and award, the arbitrators named derive their powers entirely from the submission, and cannot legally include anything in the award not within the terms and scope of the submission.—*Wise v. Johnson*, Court of Appeals of Alabama. 69 South. 986.

Copy of B/L.—An impression copy of a B/L or contract for shipment of freight, made by the agent of the carrier at the same time the original is executed, may be received in evidence the same as the original, where such copy has been properly identified, is legible, and there is no showing of subsequent alteration.—*Enright v. A. T. & S. F. Ry. Co.* Supreme Court of Kansas. 152 Pac. 628.

Damage to Cargo.—Where a cargo is shipped in good order, and is damaged while in transit, the injury prima facie is attributable to the fault of the carrier, who has the burden of showing that it was not negligent, or that the injury resulted from an excepted peril, and when that is shown the burden shifts to the shipper to show that nevertheless the fault was that of the carrier.—*The Glenloch*, U. S. District Court, Oregon. 226 Fed. 971.

Penalty Statute Invalid.—Revisal 1905, § 2644, providing that any company failing to refund overcharges for freight transportation shall forfeit \$25 for the first day and \$5 for each day of delay, not to exceed \$100, is invalid, as denying the carrier equal protection of the law and being in violation of the due process of law clause of the federal Constitution.—*Blalock Hdw. Co. v. Seaboard Air Line Ry. Co.* Supreme Court of North Carolina. 86 S. E. 1025.

Delivery only at Published Rates.—One obtaining from a common carrier a contract to transport an interstate shipment at a less rate than the schedule rate published and approved by the Interstate Commerce Commission, and in force at the time of the shipment, is not entitled to a delivery of the goods from the common carrier until he pays the rate provided in the official schedule.—*A. T. & S. F. Ry. Co. v. Ehret*, Supreme Court of Oklahoma. 152 Pac. 1107.

Rebates.—An agreement of the agent of a railway company transporting goods for the plaintiff, upon discovery that the goods are in a defective condition on delivery, to reimburse the plaintiff for damages suffered by reason of deterioration of goods, is not an agreement for a rebate, sufficient to make it discriminatory within the interstate commerce law, nor does the fact that proof of the amount of damage is to be determined by plaintiff's agents alter the situation in that respect.—*Missouri, K. & T. Ry. Co. v. A. E. Want & Co.* Court of Civil Appeals of Texas. 179 S. W. 903.

Monopolies.—Ky. St. § 3941a, providing in substance that it shall be lawful for any number of persons to combine, unite, or pool crops of wheat, tobacco, and other farm products raised by them for the purpose of classifying, holding, and disposing of the same in order to obtain a higher price than they could by selling separately, is void, since it is in conflict with the fourteenth amendment of the federal Constitution; it not being possible when such section is construed in connection with Const. § 198, forbidding combinations to enhance or depreciate values of merchandise, and Ky. St. §§ 3915-3921 forbidding combinations in regulation of trade, to determine with reasonable certainty when the price of an article has been enhanced above or depreciated below its real value.—*Gay v. Brent*, Court of Appeals of Kentucky. 179 S. W. 1051.

Issuance of New Receipt by Warehouseman.—The statute providing that, where a part of the grain represented by a warehouse receipt is delivered, a new receipt may be issued for the remainder, which must bear the same date and recite its relation to the original, has no application to a transaction by which one holding a receipt as security surrenders it to the debtor in exchange for a different receipt of a later date for a less amount of grain, even when such debtor is the warehouseman.—*Cowley County National Bank v. Rawlins-Dobbs Elevator Co.* Supreme Court of Kansas. 152 Pac. 647.

Liability for Damage to Shipment.—Where a carload of feed was water-damaged in transit, and the sealed car was delivered at the point of destination to a branch railroad for delivery to the consignee, and was by him rejected on account of said damage, and the loaded car was thereupon returned to the delivering carrier, and the feed suffered further depreciation, before it was sold by said carrier, held, that the initial carrier is liable for the damages to the feed not only from water, but from the failure of its agent, the delivering carrier, to promptly dispose of the feed to the best advantage.—*Burkroad-Goldsmith Co. v. Illinois Cent. R. Co.* Supreme Court of Louisiana. 70 South. 44.

Carrier's Liability.—The agent of the defendant carrier notified a Swiss shipper that a vessel connecting with defendant's railroad would leave Antwerp on June 5th, and requested him to forward the shipment to arrive in that port not later than May 30th, which he did. The vessel not then being ready to receive the shipment, defendant's agent directed that the property should be stored in the government warehouse; the shipment being sent thru Belgium in bond without payment of duty. Thereafter defendant's agent secured a permit for the removal of the goods, but they were destroyed in the government warehouse before removal. Held, that the goods had been delivered and accepted by defendant as a carrier for immediate transportation, and it was liable for their loss, this not being a case of where property is in the custody of law by reason of stoppage for inspection by customs officials; defendant's agent having power to have immediately loaded the property or to have paid the duty and kept it in his custody outside of the government warehouse.—*Canadian Pacific Ry. Co. v. Wieland*, U. S. Circuit Court of Appeals. 226 Fed. 670.

Recovery of Illegal Stamp Tax.—A stock brokerage house sued, under Laws 1910, c. 186, a special refunding act, to recover from the state taxes on sales of stock illegally exacted, including stamps used by the firm for customers who were not indebted to it; the stamps having been charged to the customers, accounts rendered upon which the charge was made, and the charge assented to by the customers. The state objected that the plaintiff had no right to collect such claims under the act, which provided that the comptroller might make the refund upon proof that the stamps were "erroneously affixed, so as to cause loss to the person or persons making such claim," contending that the loss was a loss to the customer, and not to the broker, and that the customer alone might make claim therefor. Held, that the plaintiff could maintain its suit; it having been "aggrieved" by being obliged to pay the tax to the state by its liability to penalty if it had not paid, by its liability to customers for an erroneous payment, and by its being forced to run the chance of paying the tax and of being sued by its customers for failing to pay the tax and incurring the penalty therefor.—*Van Antwerp v. State*, Supreme Court of New York. 155B N. Y. Supp. 694.

SENATOR CURTIS of Kansas has presented a bill to grade, weigh and inspect interstate shipments of grain and hay.—P.

"Try and Get" Gives Broker Discretion.

The Arbitration Com'te of the Western Grain Dealers Ass'n, composed of A. Moorhouse, H. L. McCombs, and E. L. Ericson, recently found for plaintiffs, Tyng, Hall & Co., of Peoria, Ill., against Denkmann Bros., of Durant, Ia., defendants.

Defendants consigned two cars of oats to plaintiffs, who wired they had received a bid equal to 34½ track Peoria. Defendants wired in reply, "Try get 34½ net if cannot do better." Plaintiffs sold the oats at 34½ and remitted net proceeds of \$1,508.30; but, defendants having made draft for \$1,600, plaintiffs claimed a balance due of \$91.70, which was met in part by Denkmann Bros., who retained \$22.21, which Tyng, Hall & Co., claimed as their commission on the sale.

The Arbitration Com'te held that the question in this controversy seems to be as to whether or not Tyng, Hall & Co., as commission merchants, were authorized to sell the two cars of oats at 34½c and charge Denkmann Bros. a commission of ½c per bushel, under the instructions from Denkmann Bros. as given Tyng, Hall & Co. in their telegram of Feb. 4, 1914, which reads, "Try get thirty-four and half net if cannot do better."

The Com'te is of the opinion that Tyng, Hall & Co. were acting as commission merchants for Denkmann Bros. and that they naturally would infer from the telegram of Feb. 4 that if they could not get 34½c net, which they said they tried to do, then to sell at the best price possible, which they did at 34½c track Peoria.

The fact that they said "Try and get" left the matter with Tyng, Hall & Co. to get the best they could under the market conditions at the time of receipt of telegram. Denkmann Bros. did not give definite orders to sell for 34½c net, but "Try and get 34½ net," which seemed to leave the matter to the judgment of the plaintiffs, Tyng, Hall & Co., who are acting as commission merchants for the defendants.

Our interpretation of the above telegram is that the plaintiff was called upon to make a further effort in securing a better price for the grain than they then had, failing to draw a better bid, we hold that said cars of grain revert to the original conditions of a consignment, and that Tyng, Hall & Co. are entitled to the regular commission of ½c per bu., amounting to \$22.21, and therefore find for the plaintiff for that amount, and the secretary is instructed to return to Tyng, Hall & Co. their deposit fee in this case.

Confirmation Is Proof of Oral Contract.

The universal practice of confirming trades immediately in writing has recently been given a complete indorsement by the Supreme Court of Kansas in the suit by the B. Strong Grain & Coal Co., of Coffeyville, Kan., against G. W. Ringle of Leroy, Kan. The opinion of the court was delivered by Justice Burch, who said:

The action was one to recover over-payments made on purchases of wheat. The plaintiff recovered a portion only of the amount claimed and appeals. Several similar transactions were involved and a consideration of one disposes of all.

On July 12, 1912, the plaintiff's agent at Coffeyville had a telephone conversation with the defendant at Leroy, the result of which was the purchase by the plaintiff from the defendant of two cars of wheat to be billed according to instructions, the ultimate destination of the wheat, however, being St. Louis, Missouri, or East St. Louis, Illinois. Pursuant to a general custom in the grain business with which the defendant was familiar, the plaintiff on July 12 sent the defendant a written confirmation of the purchase, the material portions of which read as follows:

"PURCHASE CONTRACT.

Coffeyville, Kan., July 12, 1912.

6971

.....G. W. Ringle, Leroy, Kan.....
Gentlemen:—This confirms purchase from you today by telephone as follows:

Two 60,000-lb. cars No. 2 red wheat market difference for lower grades date of inspection basis of 91½c per bu., F. O. B. Leroy, Kansas. Station, Mo. P....Track. Shipment on or before July 20, 1912 desti-

nation official weights destination of official grades. Billing instructions,—S/O. Notify B. Strong, Grain & Coal Co. St. Louis, Mo.

A printed form of confirmation was used the blanks of which were filled with type-writing. The printed portion is indicated by italics.

The defendant received the confirmation the following day, read it, retained it without objections, and subsequently shipped grain according to the billing instructions given. The custom required the defendant on receipt of the confirmation to object to its terms if they were not correct and to notify the plaintiff he would not ship on such terms. At the time of shipment drafts were drawn on the plaintiff for the price of the grain, leaving a small margin for difference between invoice and destination weights, which drafts the plaintiff paid. The wheat did not grade number two red on official inspection at St. Louis and the plaintiff sued for the market difference for the lower grade at the date of inspection.

At the time of the trial in April, 1914, the plaintiff's agent had no clear recollection of the transaction independent of his office records and the custom of the business. The defendant, however, undertook to state in detail the very words used in the telephone conversation and testified in substance that he expressly refused to sell on the basis of St. Louis official grades, whereupon the plaintiff's agent agreed to accept the wheat which the defendant was offering. The Court instructed the jury that "custom cannot make a contract" and that if a complete oral contract were made by means of the telephone conversation the defendant was not bound to reject the confirmation or advise the plaintiff that shipment would not be made pursuant to it, and the only material feature of the confirmation was the billing instructions. The jury found specially the existence of the custom and the facts making it applicable to the transaction but found the telephone conversation to have been as the defendant stated it. The verdict was for the small sum admitted to be due the plaintiff and judgment was rendered accordingly.

The portion of the instruction quoted above was doubtless suggested by a statement occurring in the syllabus and opinion in the case of *McSherry v. Blanchfield*, 68 Kan. 310, 75 Pac. 121.

The defendant's brief makes this court say, "usage or custom make a contract when the parties themselves have made one." The language of the court was, "usage or custom cannot make a contract when the parties themselves have made none." (p. 312.) It is true that the express terms of a contract cannot be contradicted by proof of an antagonistic custom. It is likewise true, however, that custom may make a contract in the sense that it may define the rights and duties of the parties with respect to a matter upon which the contract is silent. The rule is well stated by the supreme court of the United States in the case of *Robinson v. United States*, 80 U. S. 363.

"Parties who contract on a subject-matter concerning which known usages prevail, by implication incorporate them into their agreements, if nothing is said to the contrary." (p. 366.)

The custom of grain dealers is not invoked here to make a contract between the parties or to contradict any contract they did make. There was a contract and the question is what were its terms? The parties now dispute about some of them. In order to avoid the consequences of misunderstandings, defects of memory, in some instances hypertrophy of memory, and in other instances equivocation or downright untruthfulness, those engaged in the grain business have adopted a method of rendering the result of their oral negotiations definite and certain. After oral negotiations have been concluded one of the parties immediately states the result in writing and submits the writing to the other for approval. It is the duty of the recipient of the writing to communicate his objections to the other party, if he have any, and to decline performance if unwilling to be bound by it. Formal approval need not be communicated and performance without objection constitutes assent to the correctness of the written statement of the contract. The same custom obtains in other branches of commerce and forms a self-imposed statute of frauds of the most salutary character.

In the case of *McSherry v. Blanchfield*, 68 Kan. 310, 75 Pac. 121, and in the case of *Atkinson v. Kirkpatrick*, 90 Kan. 515, 135 Pac. 579, the proper office of usage and custom was touched upon far enough for the purposes of those decisions and a few pertinent authorities were cited. The sub-

ject was by no means exhausted. The general function of usage and custom is definition, explanation, elucidation. Whenever the matter is clear there is no function to be performed. Usually proof of custom is offered to elucidate the true intention of parties to contracts whose oral or written expressions, whatever they may have been, are known. The custom under consideration is informed by essentially the same spirit and fulfills essentially the same office. By entering into the relations of contracting parties at their very inception it clarifies them before complications arise and establishes intention beyond the need of definition, explanation or elucidation, and beyond dispute. It is, therefore, good business, good morals, and good law that when parties undertake to conclude a contract, the formation of which is governed by general usage, the implication is they intended to proceed according to the usage if nothing be said to the contrary.

The position of the defendant is that the plaintiff put a "joker" in the written confirmation and now seeks to bind the defendant by a contract which he refused to make. This, of course, begs the entire question. The very purpose of the custom is to eliminate all possibility of "jokers" by securing an agreed statement of the terms of the contract in advance of performance.

The judgment of the district court is reversed and the cause is remanded with direction to ascertain the amount the plaintiff should recover under the terms of the portion of the written confirmation printed above and to render judgment in favor of the plaintiff therefor.

Exports of Grain Heavy.

BRITISH STEAMER *Seaton* has cleared at Portland, Me., for Birkenhead, England, with a full cargo of wheat.

TWENTY STEAMERS have been chartered at Baltimore for prompt to February loading of grain for Europe. Shipments will aggregate more than 4,000,000 bus.

SIX STEAMERS cleared at Portland, Me., during the week ending Dec. 18, with cargoes of wheat and oats for Rotterdam and English ports. Shipments aggregated 1,200,000 bus.

STEAMER *FERNMOOR* has arrived at Portland, Me., from Spain, to load a full cargo of grain for the United Kingdom. The Belgian relief ship *Lovstakken* is also in port taking a cargo of wheat.

FIVE CARGOES of Washington wheat are being moved all rail to the Atlantic seaboard for export to Europe. Few charters for all water transportation to Europe are being made at Seattle owing to the scarcity of vessels.—D.

PHILADELPHIA has chartered 13 large steamships to carry nearly 3,000,000 bus. of grain to England, Italy, France and the Continent. Within the last few days the following vessels have cleared for Europe with full cargoes of grain: *Ravenshoe*, *Menton* and the *Tenbergen*.

A CARGO of 100,000 bus. of prairie wheat is being shipped from Vancouver via the Panama Canal route to Liverpool. If the shipment results in a small saving over the use of eastern routes it is predicted by Canadian shipping interests that much of the western grain will be shipped to Europe via the canal.

THE GREEK STEAMER *Andreas* cleared at Boston, Mass., Dec. 12 with 325,000 bus. of wheat for Belgium and during the same week the *Westonby* loaded 208,000 bus. for Marseilles; the *Calimeris*, 192,000 bus. for Greece; the *Ninian*, 136,000 bus. for Manchester; the *Cloughton*, 136,000 bus. for Liverpool; British *Monarch*, 160,000 bus. for Glasgow, and the *Galileo*, 40,000 bus. for Hull.

ROUMANIAN GOVERNMENT has arranged satisfactory terms with the German Government for the exportation from Roumania of 50,000 carloads of grain.



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